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The Hongkong Telegraph

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WEATHER FORECAST
FAIR.
Barometer 29.57

July 6, 1918. Temperature 6 a.m. 81 3 p.m. 81
Humidity " " "

July 6, 1917. Temperature 6 a.m. 81 3 p.m. 86
Humidity " " "

7987 日八廿月五

SATURDAY, JULY 6, 1918.

大星 號六月七英港香

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\$36. PER ANNUM.

REUTER'S TELEGRAMS.

GERMAN ATTACK ON AMERICAN TROOPS.

Not a Foot of Ground Gained.

London, July 3.
Reuter's correspondent at the American Headquarters, telegraphing on July 3, says that the enemy in the morning counter-attacked with massed groups of fresh stormtroopers against the Americans' new positions at Vaux and Bois de Larocque. The entire attack was broken up by intense American artillery firing and machine-gunning, without the loss of a foot of ground. Parts of the ground were piled up with enemy dead. Subsequently the violent artillery firing continued and at length many enemy batteries were silenced. Further German attacks are anticipated. American flying squadrons have been most active. Several German aeroplanes have been brought down. Airman Roosevelt, the youngest son of the ex-President, is fighting in this sector.

British Capture Hamel Village.

London, July 4.
Field Marshal Sir Douglas Haig reports:—We carried out a successful operation on the morning of July 4 between Villers Bretonneux and the Somme. We captured the village of Hamel and advanced our line to an average depth of two thousand yards. Hostile artillery is active in the Robecq and St. Janscapwil sectors.

Anglo-French Successes.

London, July 4.
The latest information received in London shows that the advance at Hamel, mentioned in Sir Douglas Haig's communique, was on a three-mile front. Bois de Vaire was also captured. Further south, the French captured a farm north of Moulin-sous-Touvent, taking seven officers and 450 men prisoner. This gain was subsequently extended by a most successful small operation in the neighbourhood of Autrebois on a two thousand yards front. The advance made was between half a mile and a mile. We took 380 prisoners.

The effect of these two operations will advance the line on the Plateau over which the Roman road runs from Noyon-Chauche Brine to Chateau Thierry and will also improve French observation over country offering enemy mobilisation advantages.

The operations in Italy are proceeding rather slowly between the Old and the New Piave owing to powerful entrenchment and strong Austrian forces with machine-guns. The Austrians still have a footing in this area of five miles wide and with 2,000 yards maximum depth. The Austrians have taken a total of 2,000 prisoners. The Italians have slightly advanced in the mountains east of Brenta and have repulsed heavy counter-attacks.

An Australian Venture.

London, July 4.
Reuter's correspondent at the British Headquarters, writing on July 4, states:—This morning's operation at Villers-Bretonneux was carried out by Australians, assisted by tanks, the object being to remedy an awkward indentation in the line to the north-east of Villers-Bretonneux resulting from the German drive of March last, the filling up which will carry our front in a direct line through Hamel to the Somme.

GERMANY'S HEAVY AERIAL LOSSES.

London, July 5.
Reuter's correspondent at the British Headquarters states that no fewer than fourteen leading German airmen, who were credited with a total of 383 victories, have either been killed or captured recently, including Richthofen for whom eighty victories were claimed; Lieutenant Max Mueller, thirty-eight victories; and Lieutenant von Bulow, twenty-eight. German bombing organisations have also lost heavily in killed and captured, which include Captain Kleins, commander of the so-called England squadron.

UNSETTLED RUSSIA.

A Crisis Again Approaching.

London, July 4.
That a crisis is approaching Russia is indicated by a belated message from Moscow, dated June 19, reporting that the Don Kuban and Odesk Government have concluded an agreement guaranteeing mutual support against Bolshevik anarchy and announcing that a federation of South Russian States is contemplated. There have been anti-Soviet outbreaks at Tscholof in Central Russia and at Slatoust in the district of Ufa, where the Soviets were dispersed and arrested. A German force is reported to have landed at Anskia, on the Kuban coast of the Black Sea.

Bolshevik Tyranny.

London, July 4.
Reuter's correspondent at Washington states that the American Ambassador in Russia reports that Bolsheviks have arrested members of the Archangel Provisional Government. They have also threatened to arrest M. Volodga, a member of the Duma.

FRENCH EX-GOVERNOR'S LOSSES.

London, July 4.
Three sons of M. Doumer, former Governor of Indo-China, have now been killed in action, while the two remaining sons have both been seriously wounded.

THE CHANNEL TUNNEL.

London, July 4.
The International Parliamentary Commercial Conference has unanimously passed a resolution favouring the construction of the Channel Tunnel as soon as possible.

CHILE'S KINDLY ACT.

London, July 4.
In the House of Commons, Lord Robert Cecil stated that Britain had presented a few aeroplanes to Chile, for most courteously agreeing to sell to Britain a Chilean battle cruiser now being built in Britain.

REUTER'S TELEGRAMS.

"THE GLORIOUS FOURTH."

French Join in American Celebrations.

London, July 4.
Reuter's correspondent at Paris says that President Poincare has telegraphed to President Wilson that the Government of the Republic has decided that the celebration of July 4 shall also be a French celebration, not merely in Paris but in all the towns of France.

A Historical Contrast.

London, July 4.
Columns of the newspapers to-day testify to the universality and whole-heartedness with which the Fourth of July will be celebrated in Great Britain. As messages printed by prominent Americans agree in saying, this will be the greatest "Fourth" in American history. Indeed, telegrams from the Entente countries and their adherents, including the South American Republics, show that the day is recognised as a festival of the nations battling against tyranny. The English newspapers emphasise the special significance of the celebration in Great Britain, which is now proclaiming its whole-hearted admiration for the country that won a victory for an ideal one hundred and forty years ago and is now throwing the whole of its might into the struggle for asserting great ideals to-day. There is no more striking contrast in history than the fact that the democratic George the Fifth attends an exhibition of America's national game by soldier descendants of the Americans who drew the sword against George the Third. Tributes are paid to the military marvels accomplished by American energy, proving the decisive defeat of barbarism and explaining the fear which forbids the German Government to draw the attention of the German people to the greatest event of modern times by even mentioning the entry of America into the world struggle which will decide future civilisation.

The Stars and Stripes.

London, July 4.
America's National Day is being honoured in London on an unprecedented scale. The eye everywhere meets the Stars and Stripes, which is flying over innumerable public and private buildings in the City and West End, including Buckingham Palace, the Houses of Parliament. All Londoners are wearing miniature American flags, despite the fact that it is not a flag day in the ordinary sense.

The Defence of Liberty.

London, July 4.
Field Marshal Sir Douglas Haig has telegraphed to General Pershing on behalf of himself and the British Army the warmest greetings for Independence Day, when soldiers of America and Britain, for the first time in history, stand side by side in defence of the great principle of Liberty, which is the proudest inheritance and most cherished possession of their nations. "That Liberty, which British, Americans and French have won for themselves, they will not fail to hold for the world," General Pershing replied:—"The firm unity of purpose strongly binding the great Allied nations stamps this Fourth of July as a new declaration and a new guarantee that the sacred principles of liberty shall not perish, but shall be extended to all peoples."

Anglo-American Cordiality.

London, July 4.
Admiral Sims, speaking at the Anglo-Saxon meeting, emphasised that Anglo-American naval friendship and cordiality could not be greater. America at present had in European waters 250 vessels, 3,900 officers and 40,000 men serving from the White Sea to the Adriatic. During the coming year there would over three hundred more. Destroyers would be fighting with the Allies while 150 submarine chasers would soon be on duty in the war zone of which already half were here.

AMERICA'S WONDERFUL ARMY.

Well Over Two Million Men.

London, July 4.
Reuter's correspondent at Washington says that Mr. Baker, Secretary for War, in a statement to the House of Representatives, said that there were now 160,400 officers and 2,010,000 men with the colours, as compared with 9,524 officers and 202,510 men, Regulars and National Guard, fourteen months ago. Sufficient rifles were being received to equip a Division every three days, and over 1,300,000 rifles had been delivered to June 1.

An Amazing Feat.

London, July 3.
The newspapers comment on the amazing feat revealed by Mr. Baker's figures, thus affording fresh evidence that German illusions are being painfully shattered. The most remarkable feature is that over 720,000 American troops were rushed to France since March 22, prior to which the monthly reinforcements reached only 48,000. The vigorous local thrusts of the Americans on the Western front are also widely drawn attention to.

RUMANIA'S FORMER PREMIER.

London, July 4.
According to Reuter's correspondent at Paris, M. Bratianu, ex-Premier of Rumania, has arrived in Switzerland.

THE MURMAN COAST.

German Fear of British Invasion.

London, July 4.
According to Reuter's correspondent at Amsterdam, uneasiness in Germany regarding the Murman Coast is indicated in an article in the Nord Deutsche Allgemeine Zeitung declaring it does not believe that British action on a greater scale from the Arctic has yet been decided. It says:—England has probably kept open the northern door for invasion, but Finland, with Germany's assistance, will know how to meet the threatened danger.

German Force on Finnish and Russian Frontier.

London, July 4.
Telegrams from Helsingfors state that a German expeditionary force of fifty thousand has concentrated on the Finnish and Russian frontier which German patrols are reported to have passed on June 27. Communications are in force for 125 miles. The wilderness is most difficult.

REUTER'S TELEGRAMS.

MR. CHURCHILL AND PEACE.

An Absolute Solution Imperative.

London, July 4.
Mr. Winston Churchill, addressing an Anglo-Saxon Fellowship meeting in London, said that the cost of the war was terrible but a reward was coming which was beyond the dearest hopes in the true Anglo-American reconciliation. Nothing since the Christian Era was more likely to restore man's faith in the moral governance of the universe than the American, French and British unity against the common enemy. He was convinced the world was being guided out of the carnage towards something better and finer than was ever known. As the war was really a struggle between good and evil, no solution was possible that was not absolute—(Cheers). Germany must be beaten. She must know she is beaten, she must feel she is beaten—(Loud Cheers). As for the German people, we claimed no national fundamental right which we were not willing to secure for them.

Labour's Views.

London, July 4.
The report of the Executive Conference of the Federation of Trades Unions, meeting at Leicester to-day, referring to the failure of the efforts to secure a conference of workers of belligerent nations, recites the German crimes which accounted for the opposition of American, Canadian, British and Belgian Labour to an international conference. It says the attitude of the Management Committee of the Federation is strengthened by the attitude of the American Federation of Labour and the whole of the American nation. This report says Labour's demand for representation at the Peace Conference is justified, but nations, not parties, are entitled to propose peace terms. Therefore it is impossible that any Labour party can claim to determine peace terms. The experience of Russia and Rumania should for ever dispel the idea that Germany will voluntarily concede fair peace terms.

THE ITALIAN FRONT.

Difficult Fighting Country.

London, July 3.
Reuter's correspondent at the Italian Headquarters, writing on July 3, says:—The region on the Lower Piave between San Tadena and the sea is hardly good ground for fighting. A few raised causeways are the only possible means of advance across the marshes and lagoons. The Italian success yesterday, in which they took nineteen hundred prisoners, was therefore a remarkable achievement. Both sides have plenty of artillery in the district and both keep the communications under heavy fire. Moreover, the possibilities of advance being restricted to a narrow space, it is easy to post machine-guns for defence.

ENEMY'S WAR AIMS.

Britain Waiting for Definite Statement.

London, July 4.
In the House of Commons, replying to Mr. David Mason, Lord Robert Cecil stated that he did not see that any action could be usefully taken regarding Baron von Knuthmann's vague and inconclusive statement on June 25. The British war aims were well known, but we waited vainly for a clear and unambiguous declaration of the enemy's war aims.

THE HOSPITAL SHIP DISASTER.

London, July 4.
In the House of Commons, replying to Sir F. Hall, Mr. Bonar Law stated that the Llandover Castle carried no ammunition. The German allegation that she was sunk by a British mine was self-contradictory, as the survivors actually communicated with the German submarine.

Replying to Mr. Carr Gomm, Mr. Bonar Law stated that the Admiralty were considering the question of providing an escort for every hospital ship.

SAFEGUARDING SPAIN'S NEUTRALITY.

London, July 4.
Reuter's correspondent at Madrid says that the Senate has unanimously passed an Espionage Bill, empowering the Government to enforce respect for Spanish neutrality. It provides imprisonment and fines for communicating to a foreign Power information prejudicing the interests of Spain or another foreign Power. It authorises a strict Government censorship of all written and printed matter.

POST-WAR BOYCOTT OF GERMANY.

London, July 4.
The Liverpool Cotton Association has unanimously passed a resolution that it shall be a rule of the Association that no member or his firm shall trade directly or indirectly with the present enemies of Great Britain for ten years after the war.

CHINA TEA IN ENGLAND.

London, July 4.
In the House of Commons, Mr. Parker stated that all, except a small proportion, of the three million pounds of China tea which it was intended to purchase if sufficient tonnages were available, would be obtained from the new crop. Present advice indicated that the crop generally was poor and of average quality.

DANGEROUS IRISH ORGANISATIONS.

London, July 5.
The Dublin Gazette contains a proclamation declaring that the following associations are dangerous:—Sinn Fein Organisation, Sinn Fein Club, Irish Volunteers and the Oisain, Gambia and Gaelic League.

Later... The Irish Proclamation, dated this morning, means that several of these organisations are unlawful.

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

THE SILVER MARKET.

London, July 5.
Silver is quoted at 48 1/16. American currency is slightly weaker. The market is quiet.

THE PORT OF MANILA.

Regulations Regarding Entry of Vessels.

The following regulations governing the entrance of vessels into Manila Bay and their departure therefrom are published for general information in the Government Gazette:—

The south channel leading from seaward into Manila Bay has been closed to traffic and is protected by mines. This channel extends from Caballo Island on the north to Beatinga Point on the south.

The south channel from Monje Island to Limbones Island has been closed to traffic at all times. All traffic is limited to the North Channel between Guardia Shoal and Monje Island and only between sunrise and sunset and after permission has been granted and instructions given by naval patrol at entrance. All entering vessels must stop outside Monje Island and await instructions from patrol vessel or Cochinos Point Signal Station. Compliance with these regulations will be enforced.

The north channel between Corregidor Island and the shore of Batang Province is closed to traffic inward from sunset to sunrise, except to certain vessels engaged in public service.

Obedience to the above rules will be enforced by vessels of the United States Navy, including destroyer and submarines, based in Mariveles Bay, and by the batteries of Corregidor Island.

Failure to comply with any of the above regulations may result in the destruction of the offending vessel.

POLICE RESERVE ORDERS.

Orders issued to day by Mr. F. C. Jenkin, C.B.E., state:—

Departmental Orders.

A revised copy of the Departmental Order Book is to be issued to all ranks during the week commencing Monday, July 8th.

Sergeants and Constables will receive copies through their respective Inspectors.

Members of the Staff will obtain copies by application at this office between the hours of 10-12 noon and 2-15 4.30 p.m.

All ranks will be held individually responsible for duly obtaining the new D. O. Book, which will be in force on and from Monday, July 15th, 1918.

Police School.

All members of No. 1 Platoon, Water Police and Mounted Police, who have not yet attended for examination will do so on Tuesday, July 9th at 5.30 p.m.

All members of No. 2 Platoon who have not yet attended will do so on Friday, July 12th.

Medical and General Exempts are required to attend.

Those men who have been ordered to attend for oral examination will attend on special dates to be notified, and not attend the above fixtures.

Meeting—Alteration.

The meeting of Company and Platoon Commanders and Warning Officers will take place at 6.0 p.m. instead of 5.30 p.m. on Monday July 8th.

Band Practice 6 p.m. Tuesday, July 9th and Friday, July 12th.

Strength.

P.O. 803 Samy is invalided out.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
TO-MORROW.
Victoria Theatre—9.15 p.m.

GENERAL NEWS.

Matches for London and Scotland.

In a written reply to Mr. Acland Allen, Sir Albert Stanley says:—The number of boxes of matches released for the London area is 4,000,000 per week and that for Scotland 2,400,000 per week.

Rateable Value of London.
An official return shows that the rateable value of the 28 parishes or unions of London is £45,439,990. The rateable value of the City of London Union is £5,810,670, of the City of Westminster Union £8,843,144, of Wandsworth £3,193,082, of St. Marylebone £2,215,557, of Kensington £2,445,032, and of Holborn £2,130,918. The lowest rateable value is that of Stepney—£329,547.

News From France.
A young officer on the General List (Chinese Labour Corps) in France writes that he has met Colonel Sigerfos, recently in Command of the 15th U.S. Infantry in Tientsin, and Colonel Garrison MacOskey (late Adjutant of the 15th). Capt. Webb-Bowen, of the Middlesex Regiment, is now a Lieut.-Colonel, and has been given the D.S.O. Sir John Walsam, Bart., is in camp with him, and he has also met Lieut. D. D. Forbes, formerly of Tientsin.

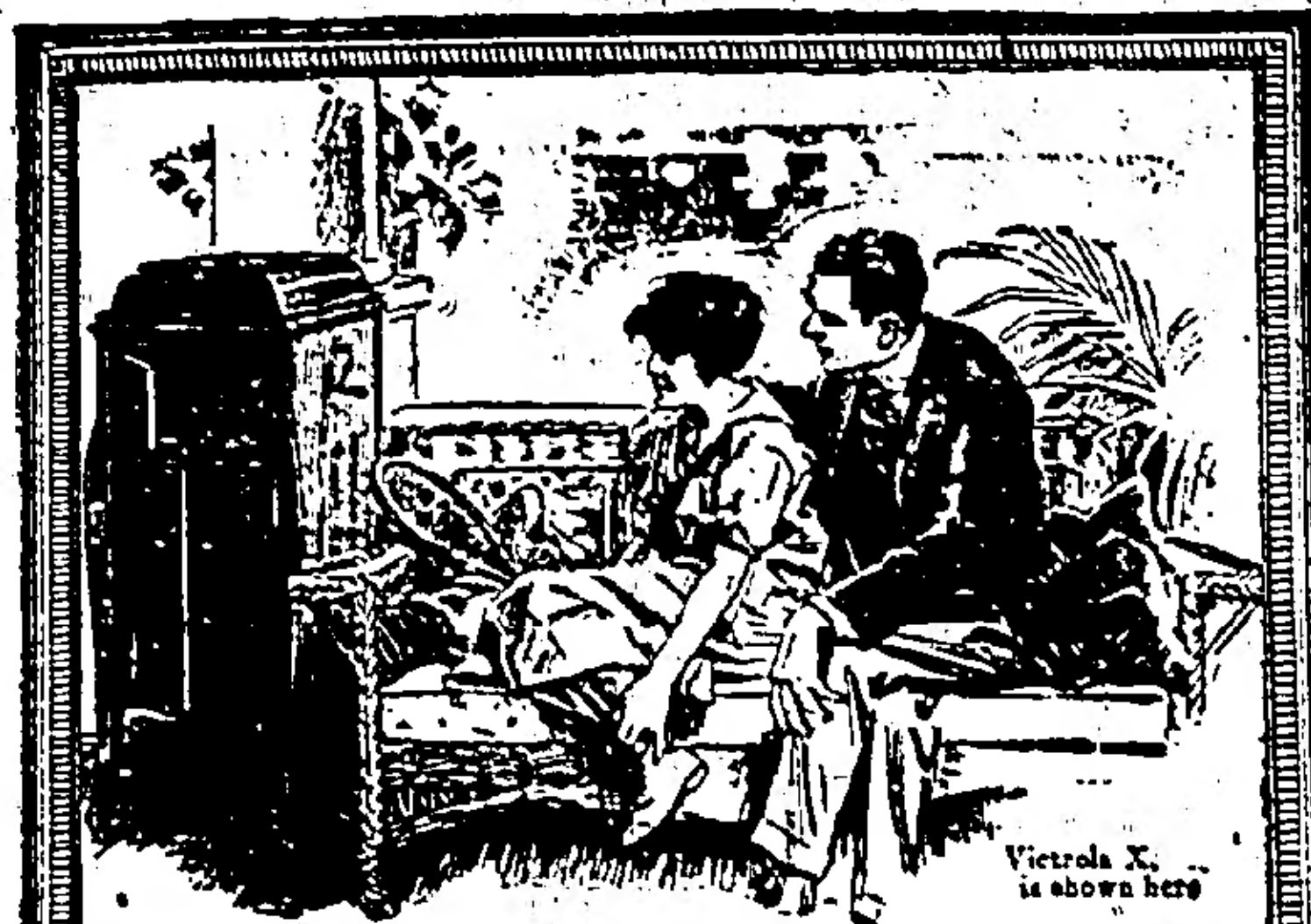
Light of Greater London.
At a meeting of the London "Safety First" Council it was resolved to invite the Central Lighting Authority, through the Home Secretary, to adopt a diffused, substantially uniform illumination in all districts in the Great London area where military exigencies and local conditions permit. It was also decided to suggest to the lighting authorities in this area that, after the war, the use of appliances should be encouraged to provide diffused street illumination in substitution for the glaring lighting which prevailed before the outbreak of war. It was announced that the President of Local Government Board had become a vice-president of the Council.

Bacon Cargoes Endangered.
At a meeting of the British Food Control Committee, Mr. Ernest Beven, of the Dockers' Union, complained that, owing to the wholesale trade stipulating that imported bacon should be handled in pre-war methods, the docks of Bristol, London, Liverpool, and Manchester were blocked with cargoes, and that if warm weather came quickly we should see the biggest bacon waste scandal of the war period. He protested against the holding up of such large quantities of food-stuff, instead of getting them away to the markets of the country. The chairman and others having concurred in the protest, it was resolved to demand an interview with the Food Controller.

Newspaper Exemptions.
The position of newspaper workers under the Military Service Acts was raised at Lewisham Tribunal recently. The chairman, Mr. F. Mead, said the Act stated that a public department might include in a list of certified occupations those who came within the sphere of the departments. Within the sphere of what public department could a newspaper be? He doubted if the placing of a newspaper maker-up in the list was legal. The National Service representative replied that the certified occupation list, having been upheld by appeal courts, could not be questioned by a local tribunal. Eventually the case was adjourned, so that the representative could get further instructions.

Marriage Arranged in Court.
At Stratford Police Court, Emily Florence Sullivan, 35, a machinist, of South Grove-buildings, Mile End, was charged with abandoning her child aged six weeks. Detective-sergeant Hilder said that Sullivan had been a widow for about five years. She admitted that she had abandoned the child at Leytonstone. Sullivan now pleaded that she had been ill. Her three other children were in want of food and she thought she would abandon the baby in the hope that "someone would pick it up" and look after it. A man in Court said that he was willing to marry the woman, and upon this understanding she was bound over.

NOTICES.



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GENERAL NEWS.

Mr. A. de C. Sowerby.

Word has been received at Tientsin that Mr. A. de C. Sowerby, who left for home earlier in the year, has received a Commission in the Chinese Labour Corps.

President of Royal Colonial Institute.

The following letter has been received from the Duke of Connaught by Sir Charles Lucas, Chairman of the Council of the Royal Colonial Institute:—Dear Sir Charles Lucas,—I write to say that it will give me the greatest pleasure to accept the office of President of the Royal Colonial Institute, which I was obliged to resign in 1911 on my assuming the appointment of Governor-General of Canada, which necessitated my absence from England for five years. It will be difficult for anyone to follow my old friend, the late Lord Grey, whose enthusiasm for the cause of Imperial unity was strong and inspiring and whose loss I deeply deplore. However, I will do the utmost I can to forward the very important work it is engaged on. I rejoice to hear that the Colonial Institute has expanded so much and is extending its overseas membership and is establishing branches in the great centres of the United Kingdom, and is making efforts to come into closer touch with the working democracy. Although the war precludes us from celebrating our jubilee this year, as we should otherwise have done, let us look forward to happier times and let us press forward our work with renewed energy. Believe me, yours sincerely, Arthur.

SHIPBUILDING IN CANADA.

What is Being Done to Checkmate the Submarines.

Toronto, May 22.—Though Canada's shipbuilding activity may seem slight as compared with the larger programme outlined for America, nevertheless the tonnage now under construction here is considerable in proportion to our population. The amount of shipping launched in Canadian waters during the last two years, which has included naval vessels of a certain type, has been the greatest in the country's history. New yards have been established in the Maritime Provinces, in Quebec, along the Great Lakes, and on the Pacific Coast; all of these, as well as the older businesses, are now crowded to their utmost capacity. Only two weeks ago the first ship in fifty years was launched at Quebec, where the transatlantic steamer, the Royal William, was built in 1833.

At present, sixty steel steamers and fifty-two wooden steamers, aggregating about 170,000 tons, and seventy small sailing vessels are building at eighty different shipyards. Only four of these, however, belong to the Dominion's new programme for spending \$300,000,000 on a fleet of Government-owned ocean-going steel steamers, for the earlier orders, which are chiefly from the Imperial Munitions Board and from private companies, have to be completed before these large vessels are laid down. Those now on the ways, which

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NOTICES.

range in size from 3,550 tons to 3,100 tons, will probably be completed by autumn.
The Government's policy means much to the whole North American continent, since its shipbuilding programme is no temporary war measure but the foundation of a permanent business, that will equip this country with steel merchantmen to take care of all our export trade in the future. After the war this Canadian tonnage will be even more necessary than now, for English ships at present plying the North Atlantic route will then be diverted to the seven seas in order to re-establish former lines of trade that are being neglected during these days of conflict.
The first great difficulty in the way of building steel ships in Canada was the lack of any steel-plate industry in this country. Now, however, by definite arrangement with the Federal Government, the Dominion Iron and Steel Company is building a \$5,000,000 rolling mill at Sydney, N. S., with a capacity of 150,000 tons of steelplate per annum. To provide for our shipbuilding requirements, however, during the year and a half before this plant is ready to deliver orders, the U.S. Government has been good enough to enable us to secure sufficient steel for 1913 and 1914 at the same price as is paid at the United States shipyards. This co-operation has effected a saving of \$7,000,000 to us, and has enabled us to carry on at still greater capacity for at least another year and a half.

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No. of Sale	Locality	Boundary Measurements (Approximate)	Area in Acres	Annual Rent	Usual Price
1	1st	1st	1st	1st	1st
2	2nd	2nd	2nd	2nd	2nd
3	3rd	3rd	3rd	3rd	3rd
4	4th	4th	4th	4th	4th
5	5th	5th	5th	5th	5th
6	6th	6th	6th	6th	6th
7	7th	7th	7th	7th	7th
8	8th	8th	8th	8th	8th
9	9th	9th	9th	9th	9th
10	10th	10th	10th	10th	10th

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KWONG YUEN.

19 Des Voeux Road, West.

American Aviator for Japan.
It is reported that Mr. Howard Patterson, a Californian aviator, has left San Francisco for Japan. He proposes to make a long-distance flight either between Tokyo and Hakodate, between Tokyo and Nagasaki, or from Tokyo to Osaka and back without stopping. It is stated that the flight will be made for the purpose of demonstrating the superiority of the motor which will be used, the manufacture of which will be subsequently undertaken in Japan.

Remarkable City Fatality.

A singular fatality occurred in Old Broad street, London recently. William Deville, a window cleaner, was at work on a fourth floor window when he overbalanced, and fell on to the shoulders of Arthur Farmer, an elderly clerk, of 11 Ford, who was passing. Deville was killed instantaneously. Farmer was removed to St. Bartholomew's Hospital suffering from shock.

NOTICES.

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NOTICES.

HONGKONG JAPANESE MASSAGE ASSOCIATION.

WE beg to notify the Public that we, the undersigned, being proper and fully certificated Masseurs, have this day formed the above Massage Association.

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Mrs. A. SUGA & Mrs. S. HONDA
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NOTICES.

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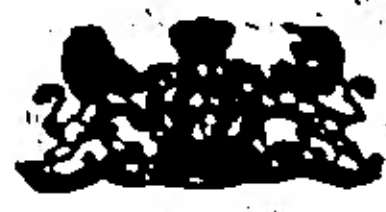
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Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union
Office address: 11, Ice House St.

The Hongkong Telegraph.

HONGKONG, SATURDAY, JULY 6, 1918.

THE LULL ON THE WESTERN FRONT.

Not unnaturally, the protracted inactivity shown by the enemy on the Western Front has been the occasion of not a little speculation, and even yet there is considerable doubt as to the true cause that has led to the offensive being postponed so unexpectedly. Various guesses have been hazarded—all of them plausible but none of them wholly satisfactory. By some it is believed that the heavy blow inflicted upon the Austrians by the Italians and those helping them has had not a little to do with upsetting the plans of the Germans in France. The Germans, it is well known, are firm believers in the simultaneous offensive and in doing things according to schedule. It is equally known that such plans frequently fail to mature, and that in consequence the whole machine is thrown out of gear with disastrous results. There can be no doubt that while it is very probable that the Germans were not relying to any great extent upon the efforts of their Allies in Italy, the terrific defeat inflicted must have had a serious effect. Others are of opinion that the lull is more likely to be due to causes of an entirely different sort—to nothing less, in fact, than the Germans' inability to proceed further meantime owing to the difficulties confronting them in their attempts to concentrate material on ground far in advance of their railways. Whatever the true cause is, it is certain that the enemy is showing an inactivity strikingly in contrast with his former movements.

Meantime it is gratifying to note that the Allied troops are by no means emulating the enemy in this respect, but that, on the contrary, they have been carrying out a series of minor operations which have been meeting with a considerable measure of success. The British, French and Americans have, in fact, been very successful in what has been not inaptly described as their policy of pin-pricks, by which they have inflicted upon the enemy several minor defeats that are, in the circumstances, distinctly encouraging. Better still, we read that the enemy has failed to retaliate, notwithstanding the fact that he has had to give way at several points with fairly serious loss in men and material. That his success has failed to provoke a resumption of the attack seems to indicate that the delay in the attack has been imposed not by choice but by necessity. Following upon several similar successes, the British, we read, carried out another successful local operation to the north-west of Albert in which they captured over fifty prisoners and nine machine guns. Field Marshal Sir Douglas Haig also reports the capture of Hamel. During June, it is further stated, the British took no fewer than 1,957 prisoners, thirty of whom were officers. Our aircraft also had considerable success, attacking the enemy at various places and dropping bombs with good effect. Equally satisfactory are the "pin-pricks" which our heroic allies the French have been able to perform. Between the Oise and the Aisne the French executed a local operation north of Moulinson St. Omer, capturing enemy positions on a front of three kilometres and to a depth of 800 metres at some points, while west of Chateau-Thierry a hostile counter-attack in the region of Vaux failed under French fire. The nature of the American "pin-pricks" also is of a very satisfactory order. In one of the latest communications it is recorded that in co-operation with the French the Americans stormed the village of Vaux, Bois de la Roche and the neighbouring woods. Thus the French were not only able to advance their line on Hill 204 but the Americans also advanced their positions no less than 1,000 yards on a mile and a half front. On this occasion the enemy's losses in killed and wounded are stated to have been "heavy," and that one of his regiments while attempting to hold a sector was practically annihilated. The Americans are able to record that while their own losses were relatively light, they took no fewer than 500 prisoners, thus increasing the June prisoners taken from the vicinity in which the fighting took place to nearly 1,200. The material captured was also considerable and included trench mortars and six machine guns.

All this makes very satisfactory reading and points to the fact that no matter from what cause the enemy's offensive may be in abeyance it is evident that the Allies are in no mood for a respite of any kind, and that if the successes deserve no better name than "pin-pricks" they are certainly preferable to the inactivity manifested by the enemy.

The Tribunal.

The General Military Service Tribunal has now begun its work in full earnest, and, from the manner in which it has dealt with the cases which have so far come before it, it has already created a good impression. It is clear that the merits of all cases are very fully considered, and the Tribunal appears to be doing its level best to hold the balance evenly. One point which has given very general satisfaction is that there is a distinct wish on the part of the Tribunal to exercise the powers of substitution provided for in the Ordinance. Indeed, the idea is being carried even a little further than contemplated by the Ordinance, for the Tribunal has made an appeal to unfit or over-age men engaged in non-essential work to offer themselves to take the places of fit men who could not otherwise be spared. That is a very sensible plan, but in many instances these unfit or over-age men may have difficulty in deciding whether their calling is or is not to the essential interests of the Colony, besides which, most of the men concerned are probably on agreement. These are two points upon which a little more light would be welcome, and if the Tribunal cannot see its way at any rate to issue a list of "essential" callings, it would probably be better for all concerned were the men affected to be approached by the authorities rather than that they should be left in doubt as to whether they should offer themselves or not. In that way also, the other point could no doubt be satisfactorily disposed of as well.

South China's Resources.

To those who know anything of the wonderful natural resources of South China the remarks made by Mr. Gordon at the annual meeting of the Hongkong Steel Foundry Company regarding the wonderfully rich deposits of minerals in Kwangtung will come as no surprise. There is iron ore, coal, limestone and wolfram in abundance, and Mr. Gordon was able to say that he had strong reasons for believing that some of these deposits are situated at no great distance from Hongkong and are close to waterways—a point of supreme importance. Of wolfram, especially was Mr. Gordon able to speak, and if it is the case, as stated by one buyer, that the proper development of the South China fields would increase the world's available supply of tungsten by at least twenty per cent., then indeed we may be on the fringe of great possibilities in this part of the world.

A Fatal Policy.

To such an undertaking as the Steel Foundry Company, a regular and plentiful supply of metal is, of course, essential, and though in common with other concerns it has been handicapped because of the retarding conditions prevailing in South China, it is a matter of some pride to the Colony that the Company has already so firmly established itself. Mr. Gordon says the only drawback is the internal strife amongst Chinese officials, and we thoroughly endorse his view that, if matters are not soon bettered, pressure ought to be brought to bear. No country has a right to withhold from the use of the world natural riches within its borders. China has done that for centuries. The exploitation of her resources would be in her own interest as well as that of others; yet the greatest obstacles are placed in the way of those seeking to secure minerals. It is a fatal policy and eventually it will have to be abandoned, whether the squealing officials relish the thought or not.

Advised by the Doctor.

Before Mr. E. D. O. Wolfe, at the Police Court this morning, a Chinese woman was charged with being in unlawful possession of two-and-a-half tins of prepared opium. Revenue Officer Wildin said defendant was arrested as she was landing from a Macao steamer. Defendant said she had been advised by her doctor to smoke opium and this was for her own consumption. A fine of \$50 was imposed.

DAY-BY-DAY.

HUMAN SERVICE IN THE HIGHEST FORM OF SELF-INTEREST FOR THE PERSON WHO SERVES. WE PRESERVE OUR SANITY ONLY AS WE FORGET SELF IN SERVICE.

To-morrow's Anniversary.

To-morrow is the second anniversary of the British advance on the Somme, when the German line at Ovillers was broken.

The Dollar.

The opening rate of the dollar on demand to-day was 3s. 3½d.

Government Tenders.

Tenders are being invited for widening and improving the bends and gradients of the Tai Po Road and for the erection of the Tai O Market.

New Sanitary Inspector.

His Excellency the Governor has appointed Lance Sergeant William Arthur Pepperill to be a Sanitary Inspector for Stanley, with effect from the 3rd July, 1918.

Food and Drugs.

For the quarter ended June 30, there were analysed under the Sale of Food and Drugs Ordinance 28 samples of milk, two of ice cream and six of beer. All were genuine save two of milk.

Government Appointment.

His Excellency the Governor has appointed Mr. Alvin Eastace Wood to act as Chief Assistant to the Secretary for Chinese Affairs and as Deputy Registrar of Marriages, with effect from the 13th June, 1918.

A Stubborn Woman.

At the Police Court this morning, a Chinese woman was charged with being in unlawful possession of three tins of government opium in excess of the amount allowed. Defendant pleaded guilty but stubbornly refused to say where she had got the opium from. His Worship inflicted a fine of \$250.

June Weather.

The Observatory returns show that June was an unusually wet month. Rain fell on twenty-three out of the thirty days and the total fall was 24.79 inches. The average mean temperature was 79.5, the highest point reached being 89.9, on the 29th, and the lowest 72.3, on the 17th. There were 147.6 hours of sunshine and the average humidity was 86.

The Coolie and the Opium.

Before Mr. E. D. O. Wolfe, at the Police Court this morning, a coolie was charged with being in possession of seven maces of opium. Defendant said he bought the drug from a Hongkong opium farmer. Inspector O'Sullivan said the opium was found concealed in a hollow bamboo pole. A fine of \$20, or in default, five days' imprisonment, was ordered.

Typhoon Warning.

The following telegram was received by the American Consulate General, Hongkong, from the Manila Observatory at 5 p.m. yesterday:—Typhoon in about 127 degrees Long. E. and 17 degrees Lat. N., almost stationary. The following telegram was received at 11 a.m. to-day:—Cyclone or typhoon E. of northern Luzon, less than 300 miles distant, almost stationary. Cyclone or typhoon near or over Guam, moving W. or W.N.W.

An American in Trouble.

A man named Thomas O'Neill was charged before Mr. E. D. O. Wolfe, at the Police Court this morning, with being in unlawful possession of a revolver at Wan-chai last night. Inspector Sim said a ricksha coolie informed an Indian sergeant that defendant, who was in Spring Garden Lane, had a revolver in his possession. Defendant told his Worship he was an American, and further said he was asked by three American blue-jackets to take charge of the revolver. The weapon did not belong to him. He only had it in his possession for about half an hour. He gave it to the sergeant right away. He had been asked by the management of the Grand Hotel to help in running it. He took the revolver from an American sailor who was drunk. He (defendant) had, he admitted, a little too much to drink. His Worship said the matter was a serious one; he was liable to be fined \$1,000. The case was more serious as defendant had admitted he was not sober. Defendant was not fined \$25, and the revolver confiscated.

THE TRIBUNAL.

Some of Yesterday's Cases.

At the General Military Service Tribunal yesterday, the case was considered of Mr. G. E. Goldborough, steward of the Hongkong Club.

Replying to the Chairman, Mr. Goldborough said he was formerly in the Royal Artillery and did not ask for exemption. He agreed that a letter had been sent from the Committee of the Club saying that in the circumstances they were prepared to spare him.

Mr. Goldborough asked about allowances for his wife and children, and the Chairman replied that with regard to this they would come within the scheme of allowances now under discussion, but which was not yet definitely fixed. With regard to another dependant whom Mr. Goldborough said he was supporting the particulars could be given to Mr. Fletcher and the Tribunal would consider the matter with a view to making any recommendation they might see proper. The scheme of allowances would not be an ungenerous scheme at all. Mr. Goldborough said he would like to know what the allowances were, but the Chairman again informed him that he could not be given details as they were not yet fixed, but they would be on a very generous scale.

Mr. Goldborough said he did not want his wife and children to starve and the Chairman informed him that there was no possibility of that for the provision would probably be as generous as any in the world. Details would be published within a week and Mr. Goldborough would certainly not be going for some time after that.

After Mr. Goldborough had again stated that he was quite willing to go, the Tribunal passed him for service.

A Barrister's Case.

In the case of Mr. V. Findlay Smith, barrister-at-law, the Chairman said they noticed that Mr. Smith was not actually practising and did not apply for exemption at all.

Mr. Smith:—I wish to go.

The Chairman:—Under these circumstances I do not think it is necessary to ask any more questions.

Mr. Smith:—I do not think it is.

The Chairman:—Then you will go.

Mr. Smith:—Thank you.

Temporary Exemption.

Mr. W. F. Gibbins, of Messrs. Wilkinson, Haywood and Clark, paint manufacturers, of London, applied for exemption.

The Chairman said that they understood that Mr. Gibbins was sub-manager of the local agency of the firm and that he had stated on his papers that he ought to be exempted because it was in Imperial interests that British exports should be maintained.

Mr. Gibbins said that that was the view his principals took of the matter in a letter he had received from home. The Chairman asked if it was not a fact that the export of paint from England had for some time past been stopped and Mr. Gibbins replied that that was not exactly the case. It had been curtailed for some months due to the Government control of certain commodities, but he understood that substitutes had been discovered and that it was merely a question of erecting a plant to work those substitutes, when exports would again flow freely.

The Chairman:—You cannot say that they are flowing freely now, but that they have been practically stopped.

The Chairman read certain confidential correspondence and added that they had seen a copy of the letter which Mr. Gibbins had written this month to the Hongkong Government in which he had explained his position here.

It was stated that Mr. Gibbins was the only representative of the firm out East and he thought that there would be some difficulty in getting another firm to take over his agency and also his power of attorney. He had applied for leave to look after the firm's business in Shanghai, but that leave had been refused. In reply to a question as to whether another firm could not carry on the agency until after the war

CORRESPONDENCE.

[The opinions expressed by correspondents are not necessarily those of the "Hongkong Telegraph."]

TYPHOON WARNINGS.

[To the Editor of the "Hongkong Telegraph."]

Sir,—Having to leave to-morrow morning at daylight and noting that a typhoon has been reported off the coast of Luzon, one would naturally suppose that the latest movements would have been published in the leading evening paper of the Colony and signalled from the Observatory; instead of which one finds, after purchasing this evening's issue, that the latest news is dated 8 p.m. of the 4th, and this—from Manila, there being no information from the Hongkong Observatory, "fitted with wireless," regardless of the fact that shipping is the mainstay of the Colony.

Can nothing be done to improve matters? Might I be permitted to suggest that signals be shown as at Shanghai and Manila at 10 a.m. and 4 p.m. giving the position and direction of any disturbance in the China Seas, even if they are beyond the 300-mile limit? There is a new and very elaborate code of signals, but of what avail if not used? I trust that the Chamber of Commerce will interest themselves in this matter. Thanking you.

Yours etc.

SHIPMASTER.

Hongkong, July 5, 1918.

[The suggestions of our correspondent appear quite sound and reasonable. The Press relies for its information on such matters on the Observatory reports and the warnings issued by the local American Consulate.—Ed. H. & T.]

TO AVOID DYSENTERY

and Diarrhoea during the summer months a gentle laxative should be used whenever necessary to keep the system clean.



are laxative perfection. They dispel constipation, liveriness, sick headaches, bile. As good for the children as for adults. Of chemists, or post free 60 cents the vial, from Dr. Williams' Medicine Co., 26 Southview Road, Shanghai.

without prejudice to his position, Mr. Gibbins stated that not only Hongkong was involved, but also the firm's interests in the north—Shanghai. They had considerable trade there and he should really have been in Shanghai now.

The Chairman mentioned that with the total prohibition of exports it could scarcely be put to them that his staying here was an Imperial interest or an essential colonial interest.

Mr. Gibbins replied that he was thinking about the stocks on the spot, but admitted that they were diminishing slowly. He handed a further telegram and correspondence for the Tribunal's private perusal. He further said the manager was in Australia and would be there until the end of this year. He (Mr. Gibbins) was the sub-manager. He thought the manager's age was 42 and therefore he was not liable to military service. It was the desire of his firm in London that he should not go. He had tried to go and he did not wish to stay for himself. He gave details of his stocks here and in Shanghai and said that all the firm's goods were purely British, being manufactured in London. There was a further objection to another firm running the agency, because certain of the articles were unique and the firm's own invention. If a man had not had training in their use he could hardly do them justice. The manager who was now in Australia was there supervising the Australian trade.

Major Morgan urged non-exemption. The case was privately considered and the Chairman later announced that the Tribunal had decided to give Mr. Gibbins three months' exemption to enable him to make arrangements. The Tribunal then adjourned until Monday afternoon.

TO-DAY'S MISCELLANY.

In the quest of parallels to the great exploit of Zeebrugge, Nelson's midnight descent upon the mole of Santa Cruz need not be too strongly urged. For Nelson's effort was a gallant failure. A whiff of grape shot shattered his arm, and his thousand men could make no headway. A better example is Blake's descent, a century and a half earlier, upon the same harbour, which was occupied by Spanish ships laden with gold and silver, and protected by a formidable fleet. Heavy guns also threatened an invader from the castle and from the shore defences. Blake took the terrible risk, and won handsomely.

The use of the two old submarines as projectiles at Zeebrugge recalls the first ideas as to the use to which these craft would be put. They were to run under water carrying a spar tipped with a torpedo—and heaven help the submarine crew at the moment of explosion. No one thought of the submersible for anything but coast defence; that they would attack a ship in the open sea, to say nothing of a foreign harbour, was never dreamed, from the time of Lord St. Vincent down to Nordenfölt and our own Admiralty in the present century.

Many influences conspire to make the submarine daily more considerable in the war problem, and the Zeebrugge adventure possibly opens a new chapter. "Long Bertha" may modify views as to the war-time utility of a Channel Tunnel, but there remains the submarine railway scheme. This was the project of Dr. J. A. Lacomme, who wished to lay rails across the bed of the Channel, and run wheeled submarines on them. In case of accident the submersibles were to detach themselves from the track and rise to the surface. The scheme was considered by Napoleon III.

There is a human touch in the report of the committee appointed to inquire into the position of natural science in our educational system which is rare in official documents. "Too few parents of this generation can satisfy their children's curiosity about the wonders of the heavens, the movements of the planets, the growth of plants, the history of rocks, the dawn of animal life, the causes of tide and temper." That is doubtless true. But it would tax the resources of the chairman of the committee, Sir J. J. Thomson, P. R. S., himself to satisfy an imaginative child's curiosity. Why is water wet? Why is an orange round? Why has a horse four legs? Why is grass green? Where does the wind go? These and a dozen other poems with which most fathers are familiar would form a good examination paper in natural science.

General Foch's proud position as Commander-in-Chief of the Allied Forces has only one parallel in history—that of Wellington in the Peninsula when the Cortes had finally placed him in command of the Spanish troops. It was this single control of the finest combined army ever hitherto placed at the disposal of a British general that enabled the Duke to drive the French back over the Pyrenees. British, Portuguese, Spanish, Galician, responded to the call of the great leader with absolute loyalty and certitude. In six weeks he had accomplished his task, and stood on the summit of the Pyrenees a recognised conqueror.

On her second night in the Paris hospital there was an air raid alarm, the siren blew, and all lights were extinguished. From her bed in the dark hospital ward she watched the sky fall of aeroplanes, and listened to the guns. She says that when the "all clear" was sounded, "greatly to my surprise, the hospital seemed to calm down, turned peacefully on its pillow, and went to sleep as if nothing had happened." "Dear, dear," was all they had to say.

EARLIER TELEGRAMS.

ON THE WESTERN FRONT.

More German Aerial Losses.

London, July 3.
Field Marshal Sir Douglas Haig says there is nothing to report. The weather on July 2nd was fine but hazy. Our machines worked as usual, but the enemy were less active. We destroyed thirteen aeroplanes and drove down nine out of control. Four of ours are missing. We dropped nineteen tons of bombs on enemy railways, dumps and billets.

Other Reports.

London, July 4.
An American communique reports: There is intense reciprocal artillery north-westward of Chateau Thierry. We repulsed three raids in the Vosges.

A French communique reports artillery activity, reciprocal in Argonne, in the region of Vanquois and right of the Meuse. The total prisoners captured in the region north of Moulin-sous-Tourvent reached 457, and there were thirty machine guns taken.

Enemy's Desperate Anxiety.

London, July 4.
Reuter's correspondent at British Headquarters reports to-day: The enemy's desperate anxiety to hold on to the high ground north-west of Albert is interesting and possibly significant. Since the March offensive carried his line almost to Bouzincourt we have been steadily pushing it back till we have obtained direct observation of his movements in the Ancre Valley and have been thereby enabled to keep his communications under harassing fire. It is not surprising therefore that he has found the position intolerable. We may still have something to say about the ownership of apparently unimportant acres.

Duke of Connaught's Visit.

London, July 4.
Reuter's correspondent at British Headquarters states: The Duke of Connaught's visit to the British Front concluded to-day when, accompanied by the Earl of Athlone, in the presence of the King of the Belgians he bestowed decorations on Belgian officers and men. The Duke of Connaught inspected some American units and expressed high appreciation of their fine physique and soldierly appearance. A great event of the visit was the sports of the Canadian Corps on Dominion Day, which was a magnificent spectacle. The arena was almost encircled with grand stands, thronged with soldiers from all parts of the Empire. The track embraced a baseball ground, tennis courts, boxing ring and other Olympic paraphernalia. All the events, contested between the divisions of which the Corps is composed, aroused the wildest enthusiasm among the spectators. The spectacle of the day was the march round the arena of the massed Pipe Bands of a Canadian division. Overhead aeroplanes on guard circled the arena. The Duke, on the day of his arrival, lunched with the Commander-in-Chief. He met Generals Petain and Foch and bestowed decorations on French troops, which were inspected, and was initiated into the mysteries of the latest tank developments.

THE CASE OF GENERAL GOUGH.

London, July 3.
In the House of Commons, replying to Maj. General Ivor Philipps, Mr. Macpherson stated that it had been impossible, in the present circumstances, to collect all information bearing on the case of General Gough so as to enable Sir Douglas Haig to submit a definite opinion. The Army Council were urging that efforts should be made to have a complete investigation.

Sir Edward Carson: Has Sir Douglas Haig reported on the conduct of General Gough?

Mr. Macpherson: No.

MORE GERMAN BARBARITY.

Paris, July 3.
A French Army Order is issued showing that the Germans are again resorting to killing the wounded and prisoners. The evidence comes from escaped French prisoners on different parts of the West Front. For example, on taking Anteupe, the enemy massacred their prisoners, of whom several were wounded. A French soldier saw the Germans kill French prisoners with their bayonets at Oilly. At another place the Germans fixed bayonets and "finished off" all the French wounded. These instances occurred recently.

AMERICA'S FINE EFFORT.

Washington, July 3.
Mr. Baker states that 276,362 American soldiers sailed for France during June. Although only 391 were lost at sea, President Wilson says the record must cause universal satisfaction, because the heart of America is unquestionably in the war.

A NEW RUSSIAN TSAR.

Amsterdam, July 3.
The Ukrainian Telegraph Bureau at Kiev announces that the Grand Duke Michael Alexandrovitch has been proclaimed Tsar and is marching with Czecho-Slovaks and Cossacks against Moscow.

THE MUNITIONS FACTORY EXPLOSION.

London, July 3.
In the House of Commons Mr. Kellaway stated it was feared that a hundred were killed and over a hundred injured in the munitions explosion. The employees behaved magnificently, many, after scattering at the first explosion, returned and assisted in rescuing the wounded. There was no panic. Three shifts were already running in parts of the factory.

THE LATE LORD RHONDDA.

London, July 3.
In the House of Commons, Mr. Bonar Law and Mr. Asquith warmly tributed the services of Lord Rhondda. Mr. Bonar Law said his courage, tenacity and ability had enabled him largely to overcome the difficulties due to subnormality. He mentioned that the disease wherefrom Lord Rhondda died originated from exposure on the occasion of the sinking of the Lusitania. The Premier telegraphed to Lady Rhondda saying that Lord Rhondda gave his life for his country.

THE HOSPITAL SHIP ATROCITY.

Amsterdam, July 3.
On receiving the first bare intelligence that the *Llandovery Castle* had been submerged a Berlin semi-official was hastily issued attributing the loss to a British mine.

New York, July 3.
Newspaper editorials reflect the horror at the torpedoing of the *Llandovery Castle*. The "Times" demands Allied action towards the excommunication of Germany from civilized nations. The "Sun" says the crime will make Germany's name a reproach. The "World" declares that Germany is inviting fearful retribution. The "Herald" says the torpedoing is another reason why everything German should be excluded by decent people for all time.

1893.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending July 13, 1893.)

The Dollar.

July 5.—"The rate of the dollar on demand to-day is 2/6 1/2."

Justice for All.

July 10.—At the Magistracy to-day, before Mr. H. E. Wodehouse, a Chinaman was fined \$1 for allowing his private chair to stand on the footpath in Stanley Street, interfering with traffic, on the 7th instant. That is all right in its way, but now we want to see equal justice turned on to the European taipans who every day commit the same offence in the most crowded part of the Colony.

The "Rialto."

July 11.—The unsavoury rumours that have been flying around the Rialto for the last few days have not escaped us by any manner of means, but as only fools rush in where angels dared not tread, we, being a full fledged hard-and-boiled angel, have not trodden. This paragraph was written a couple of days ago in view of the misapprehension that has been put to one that appeared in Saturday's *Telegraph*, the inference of which was that a certain member of the community was being made a scapegoat to cover the misdeeds of some one else who was generally credited with having been engaged with him in financial transactions that would not bear the light of day, especially that light which shines through the windows of the Supreme Court. And even now we see no reason for adding to it. There may be as much foundation for one story as for the other, but it is difficult, nay, impossible, to get at the truth just now and it would be unfair as well as dangerous and indiscreet to commit statements to print that after all may have their origin in air—that is, as regards amounts—even to please a section of our sensation loving readers. The whirling of time tears the mask from the face of even the most cleverly conceived and ably conducted fraud. It will decide.

"James Hook."

July 12.—James Hook, an angloised Celestial, faced the Magisterial music to-day, for having used a chopper, not wisely but too well, upon a certain Mr. Pan A To. Not having forty pieces of silver upon his person wherewith to sooth the severed nerves of To, Hook has gone to hang aloft for two months.

The Silver Question.

July 12.—A special meeting of the Hongkong General Chamber of Commerce was held this afternoon, to discuss the silver crisis. Mr. J. J. Keewick presided, and there were also present Messrs. A. G. Wood, N. J. Ede, R. M. Gray, O. Jantzen, H. H. Joseph, J. H. Scott, T. H. Whitehead, (committee), T. Jackson, J. J. Francis, J. H. Garrels, G. Sharp, B. Byramjee, G. von Willie, J. S. Leprik, E. R. Bellios, I. S. Moses, D. R. Sarcoun, Gaskell, E. Alford, A. McConachie, C. J. Holliday, W. R. Loxley, C. Hawkins, Seip and F. Henderson (secretary). On the motion of Mr. T. Jackson (Manager, H. and S. Bank) seconded by Mr. J. H. Scott (Messrs. Butterfield and Swire), it was unanimously resolved:—"That the Japanese yen should, in the opinion of this meeting, be adopted as legal tender in Hongkong." On the motion of Mr. T. H. Whitehead (Manager, Chartered Bank), seconded by Mr. J. J. Francis, Q. C., it was unanimously resolved:—"That a special committee (not necessarily of members of Chamber) be appointed by the Committee of the Hongkong General Chamber of Commerce to enquire into and report on the desirability, in the interests of equal in weight and fineness to the Mexican Dollar, for circulation in this Colony concurrently with there which are now legal tender."

DAIRY FARM NEWS.

JUNKET

Cannot be excelled with tinned or fresh stewed fruit.

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NOURISHING & IDEAL FOOD.

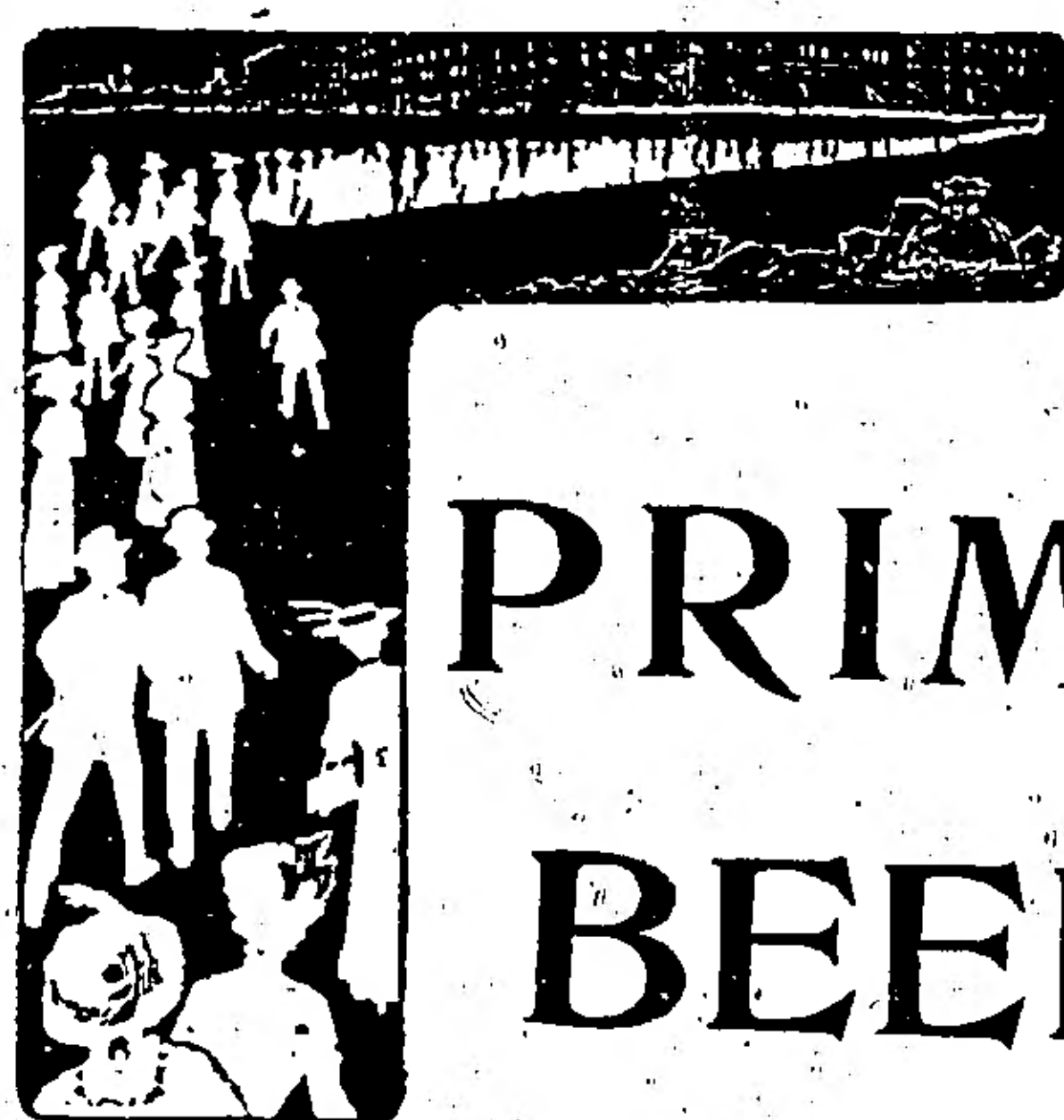
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H. RUTTONJEE & SON,
WINE & SPIRIT MERCHANTS.

AN AIR FIGHT.

American Lieutenant's Story of an Exploit.

With the American Army in France, Thursday, May 2.—Lieutenant James A. Meissner, whose home is in Brooklyn and who brought down his first German airplane to-day on the American front northwest of Toul, returned to his hangar to receive the congratulations of his comrades and to make his report with a bashful grin on his face. The lieutenant is twenty-one years old, of slight build and a graduate of Cornell.

The story of his exploit, having trickled in over the telephone wire, the Associated Press correspondent went to the lieutenant's hangar. It had been reported that an under wing of Meissner's machine had been torn off by his opponent's airplane.

"Impossible," said one of the members of Meissner's squadron before the young aviator had returned to his billet. "If the boche really had scraped Jimmy with his wing we would have had to call on the Red Cross to make inquiries through Switzerland as to what had happened to him."

Just at that time Lieutenant Meissner himself jumped out of an automobile and walked toward the group gathered about the hangar. "Well! Well! there's Jimmy now," cried his companions, as they all ran out to meet him. All tried to grasp his hand at the same time and shake it, while many questions were hurled at the young aviator. The lieutenant blushed and looked around as if at a loss how to begin. Then he briefly told an American story in an American way, just as if bringing down a German was an every-day tick.

"Well," he said, "I saw him at about 5,000 metres. There was another machine, which I believe was a French one, headed in the direction of the German. I just smiled in first, but the boche swung down toward the earth when I was just above him. I went down after him, firing all the time."

"Then he straightened out and, turning his wing point quickly, removed my wings, but as that was happening I

BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th June, 1918, as certified by the managers of the respective Banks are:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	8,266,025	\$5,000,000
Hongkong and Shanghai Banking Corporation.	23,036,933	17,000,000
Mercantile Bank of India, Limited.	1,154,373	550,000

Total ... 32,457,331. 22,550,000

* Sterling Securities deposited with the Crown Agents valued at \$150,000.
† Securities with the Crown Agents \$110,000.

The Colony's Health.

During yesterday there were notified two cases of plague, two of spotted fever and one each of diphtheria and enteric. All were fatal save the spotted fever cases and all the sufferers were Chinese.

out loose with my gun again. Smoke came from the German machine, which headed for the interior of Germany and we both were seen over his territory.

"I thought that might be some sort of camouflage for a get-a-way, for they tell me these Germans are full of tricks, so I kept right on his tail. Then he began to drop, real red flames streaming from him. I knew that I had him and that I had fired 200 shots, but I also knew my machine was damaged. So I turned around and headed for home, but I thought I had better come down easily inside our lines than to risk a fight all the way, so I did it—and there you are."

Then the lieutenant went over and told his mechanic about it. The pair stood beside another airplane on the wing of which had been posted as a "hoodoo omen" a Liberty Loan poster showing Liberty waving the American flag over the heads of the American soldiers and bearing the inscription: "Fight, or buy Liberty Bonds."

Aertex Cellular UNDERWEAR.



You'll like the feel of this soft, absorbent material, and the Comfort ensured by the full, easy-fitting cut of the garments.

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Wm. Powell Ltd

TELEPHONE 346

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THEY ARE MADE IN

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CELEBRATED SWEETENED LEMON SQUASH

CORDIAL.

PRESERVATISED

MADE WITH FRESH AUSTRALIAN

LEMONS AND PURE SUGAR.

Price per doz. Quarts. \$13.50

" " Bottle. \$1.20

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VESSELS despatched to the Undermentioned PORTS

LONDON & BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:-

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.P. L. Knight,
Acting Superintendent.

SHIPPING

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

Sailings from Hongkong subject to alteration.

Destination.	Steamer & Displacement.	Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	*Sado Maru 12,500	THURS., 11th July, at 11 a.m.
	*Kawachi Maru 12,500	FRI., 19th July, at 11 a.m.
	*Aki Maru 12,500	SAT., 20th July, at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	*Tango Maru 13,500	SATURDAY, 17th Aug.
SHANGHAI, MOJI & KOBE		

LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN. VIA MANILA, ZAMBOANGA, THURSDAY IS. TOWNVILLE, BRISBANE, ADELPHY, VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO AND PANAMA CANAL. VIA SINGAPORE, MALACCA & COLOMBO. VIA SINGAPORE, PENANG & RANGOON.

For date of sailing apply at the Company's Office.

* Omitting Shanghai & Port Mait.

HONGKONG-VICTORIA, S.C.-SEATTLE VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU AND TOKYO.

Operated by the magnificent and splendidly equipped passenger steamers "Fushimi Maru," "Sado Maru," "Kawachi Maru," & "Aki Maru," each of over 10,000 tons displacement.

Next sailings from Hongkong.

*Katori Maru	FRI., 19th July, at 11 a.m.
*Suwa Maru	WED., 14th Aug., at 11 a.m.

* Omitting Manila & Batavia.

For further information apply to

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers.	Tons.	Leave Hongkong.
SHIRYO MARU	22,000	16th July.
KOREA MARU	20,000	13th Aug.
SIBERIA MARU	20,000	29th Aug.
TERYO MARU	22,000	6th Sept.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.	Tons.	Leave Hongkong.
KIYO MARU	17,200	19th July.
ANYO MARU	15,500	6th September.
NIPPON MARU	11,000	8th November.

These are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by rail between ports of call in Japan free of charge. For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager.

KING'S BUILDINGS.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LLN.

Monthly Service between
MANILA, HONGKONG AND SAN FRANCISCO.
Next sailings for SAN FRANCISCO via NAGASAKI.
Subject to change without Notice.
Sailing from Hongkong to San Francisco.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY. The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon. Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to:-
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Managing Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"

(14,000 tons, American Registry) (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "CHINA"
August 7th August 31st

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street. Tel. 1934.

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(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

THE BANK LINE, LTD.,
General Agents.

or to REISS & Co. Canton
Hongkong, Jan. 2, 1917.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Sulyang	6th July at 4 p.m.
SWATOW & SINGAPORE	W. WEL, C'FOO & TIEN ISIN Huichow	7th July at 9 a.m.
SHANGHAI	Sungkiang	8th July at noon.
SHANGHAI	Sunning	9th July at noon.
CEBU & ILOILO	Hwah Kuei	11th July at 3 p.m.
		12th July at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Telephone No. 36.

Hongkong July, 5, 1918.

JAVA-CHINA-JAPAN LLN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijmanock	Amoy	8th July	11th July	Batavia
Tijpanas	Macassar	24th July	1st Aug.	Batavia

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken on through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LLN.
York Building. 115

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	J. W. Evans	TUES., 9th July at 1 p.m.
Haitan	A. E. Hodgins	SUN., 14th July at 11 a.m.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas LaPrall & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration)

For	Steamship	On
SHANGHAI	Taisang	Tues., 9th July at 4 p.m.
MANILA	Loongsang	Fri., 12th July at 3 p.m.
HAIPHONG	Taksang	Thur., 18th July at 7 a.m.

CALCUTTA LINE.—This line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the "KWAISANG" and "VIND" calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified surgeon.

SINGAPORE LINE.—The "VAN WATERSWIJK" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first class passengers, and is fitted throughout with Electric Light and Fans and also carries a fully qualified surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at other wharves intermediate ports.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer, having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Koda, Jesselton, Labuan, Taiwan and Lahad Dato, ZIENTIN LINE.—A regular service is run from March to October between Hongkong and Wharves, calling at Wharves and Oncho.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports, with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

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SHIPPING NEWS.

Big Japanese Marine Insurance Co.

The Imperial Marine Transportation Fire Insurance Co. has decided to increase its capital to Y10,000,000 from Y3,000,000.

Captain H. J. Hobbs.

News has been received to the effect that Captain H. J. Hobbs, late of the China Navigation Co., who left the Far East in the Princess Alice when that vessel was taken over by the United States, has now obtained an American master's license and has been appointed Senior Lieutenant in the United States Naval Reserve.

The Late Mrs. Swire.

Owing to the death at London on June 17, of Mrs. Swire, widow of the late John Swire, founder of the China Navigation Co., the vessels of the fleet have been put into mourning by painting in the blue band and captains, officers and engineers have been instructed to wear the black crepe band on their arms while in uniform.

Messrs. Lamport and Holt's Activities.

Recently, it will be recalled, a controlling interest in Messrs. M'Millan's Shipbuilding Company, Dumbarton, was acquired by Messrs. Lamport and Holt, Liverpool. The Messrs. M'Millan are now making some rather large extensions of the dockyard at Dumbarton, which is taken to mean that the Messrs. Lamport and Holt intend to bring the yard into line with modern requirements.

Australian Shipping War Losses.

A recent telegram from Melbourne, says:—A Proclamation has been gazetted declaring that inter-State shipowners have asked for indemnification by the Federal Government for losses of vessels sailing between Australian ports resulting from acts of war. The Government has declined to accede to this request, but undertakes in the event of capture, total loss, or injury through war operations, to recoup the amounts which owners are legally compelled to pay, under the seamen's Compensation Act, 1911, and also to refund payments for cargo and luggage lost or damaged, and payments arising from the death or injury of passengers.

Australia to Build Passenger Vessels.

The United States Shipping Board is now concentrating its attention on the building of large vessels capable of carrying passengers after the war. Cargo vessel construction—wooden, steel, and concrete—is well under way, and all the plans laid, and the Board is looking to the future of the passenger movement. It is proposed to build vessels of 200ft. long on the Great Lakes, which will be put out in two to get them through the canals to the Atlantic seaboard. There an extra 100ft. will be added when they are put together again. The Shipping Board is considering plans for increasing the size of all vessels building on the Great Lakes. The necessity of larger vessels for crossing the Atlantic suggests the idea of increasing the vessels from 5,000 to 7,500 tons, and at the same time the standard size of the wooden ship is to be raised to 4,700 tons after all the wooden ships now building are cleared off the ways.

Another Argentine Shipping Deal.

According to U.S. Consul General W. Henry Robertson, at Buenos Ayres, an important shipping transaction was concluded recently in Buenos Ayres when Doderio, Hermanos bought the entire fleet of the Marina Mercante Argentina for the sum of \$250,000. Doderio, Hermanos (Italian) control the Lloyd Americano, while being at the same time large shareholders in the Marina Mercante Argentina. Next to the recent deal in the transfer of the Mihanovich Line this is the largest amount ever paid over in an Argentine shipping deal, it amounting to some \$1,163,000 American currency. According to the "Times" of Argentine of Jan. 28, 1918, the Marina Mercante Argentina owns two ocean-going steamers of 1,100 tons deadweight and six smaller steamers, which could be sent across the ocean, but which would not be very serviceable as ocean carriers, also nine large lighters, four pontoons, three tugs, and a shipyard and dry dock at San Fernando, which is included in the deal. It may be added the consul says, that with the sale of the ships belonging to the Marina Mercante Argentina, the Argentine Mercante Marine passes out of existence.

CANADIAN PACIFIC

OCEAN SERVICES

LIMITED

TRANS PACIFIC LINES

TO -
CANADA, UNITED STATES
AND EUROPE

QUICKEST TIME ACROSS THE PACIFIC

— SAILING ON OR ABOUT —

Empress of Japan 17th July	Monteagle	1st Oct.
Monteagle 27th July	*Key West	28th Oct.
*Key West 10th Aug.	Empress of Japan	6th Nov.
Empress of Japan 11th Sept.	Monteagle	7th Dec.

* FREIGHT SERVICE ONLY.

Regular Mail, Passenger and Freight Services.
Excellent Accommodation. Moderate Rates.

For particulars regarding passage, fares, sailings and reservations of accommodation, also illustrations of trips and descriptive literature apply to
P. D. SUTHERLAND,
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Phone 752.
HONGKONG.

HONGKONG.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

SHANGHAI and JAPAN PORTS,

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, Sept. 24, 1917.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA"
14,000 tons Each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

s.s. "VENEZUELA"	July 17th.
s.s. "ECUADOR"	Aug. 14th.
s.s. "COLOMBIA"	Sept. 11th.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,
Apply to —
Company's Office in
ALEXANDRA BUILDING,
Chater Road.

Telephone No. 141.

NOTICE.

WELLS FARGO & CO.
EXPRESS.

FORWARDERS TO ALL PARTS OF THE
WORLD. SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND PUR-
CHASES. TRAVELLERS' CHEQUES CASHED.

ARNHOLD BROS & CO., LD.
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NOTICE.

MITSUBISHI SHOKAI
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(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND
EXPORTS.

SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTARE, KISHIDAKE,
YOSHINOTANI, HONJO, HAMAZUTA, SATO,
KANADA, SHINKEI, KAWANAGA, SIBAI,
AND OTSUKA COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES—
NAGASAKI, KANAGAWA, KOBAYASHI,
WAKAMATSU, MOJI, KURE, KOBE,
OSAKA, TSURUGA, NAGOYA,
YOKOHAMA, TOKYO, HAKODATE,
MURORAN, OTARU, VLADIVOSTOK,
PEKING, TIENTSIN, DAIEN,
TIANJIN, HANKOW, SHANGHAI,
TAIPEH, HONGKONG, CANTON,
HAIKOW, MANILA, SINGAPORE,
CALCUTTA, LONDON & NEW YORK.

Cable Address:—
Hongkong: "IWASAKI"
Canton, Haiphong:—
"IWASAKI"
Codes:—A, A.B.C. 5TH ED.,
Western Union and Bentley's.
AGENCY FOR:—THE OSAKA
MARINE AND FIRE INSURANCE
CO., LTD., OSAKA.

For Particulars Apply to:—
S. KAWATE, Manager,
No. 14, Pedder Street, Hongkong.

CONSIGNEES

NOTICE TO CONSIGNEES.

THE Steamship

"NIPPON,"
having arrived from Vancouver
July 3rd. Consignees of cargo
are hereby notified that their
cargo is being landed at their
extra-hazardous godowns of the
Hongkong & Kowloon Wharf
& Godown Co., and stored at
consignee's risk.

All broken, chafed and damaged
goods are to be left in the
godown, where they will be
examined on July 8th at 10 A.M.
All claims must be presented
within a month of the steamer's
arrival here, after which they
cannot be recognized. No claims
will be admitted after the goods
have left the Godowns, and all
goods remaining after July 10th
will be subject to rent.

No Fire Insurance whatever
will be effected.
No Claim will be recognised
after the Goods have left the
Steamer or Godown.
All chafed and damaged cargo
will be landed into the Company's
Godown, where they will be
examined on 8th July, 1918, at
10 A.M.

No Claim will be recognised if
filed after the 15th July, 1918.

UNCLAIMED TELEGRAMS.

The Great Northern Telegraph
Company, Ltd.

Kashiwa, from Yokohama,
Leechongbo, Kwongmanloong,
from Shanghai.
Mr. Sizafong Co., Des Vaux
Road, from Shanghai.
Mr. Si, c/o Zafong & Co., Des
Vaux Road, from Shanghai.
Kwongshingloong, from Amoy.
Sungshingloong, from Amoy.
Upper Floor, of Dahdong: 38
Shop, Tsongquai or Middle, from
Shanghai.
Kangmungwha, Tainanhan,
from Shanghai.
Kwongshunyun, Castlecock,
from Yokohama.
Hanjumo, from Tokio.
T. KANG,
Act. Superintendent.
Hongkong, July 5, 1918.

CONSIGNEES

TOYO KISEN KAISHA.

s.s. "KIYO MARU."

From SOUTH AMERICAN
PORTS via SAN FRANCISCO,
HONOLULU & JAPAN
PORTS.

The above named steamer
having arrived, consignees of
cargo are hereby notified to
send in their Bills of Lading for
counter-signature, and to take
immediate delivery from along-
side.

Cargo remaining undelivered
on 3rd July, 1918, at 5 P.M., will
be landed at consignee's risk and
expense, and delivery must then
be taken from the Company's
Godown.

Storage charges will be assessed
on all cargo remaining undelivered
on 6th July, 1918, at
5 P.M.

No Fire Insurance whatever
will be effected.
No Claim will be recognised
after the goods have left the
Steamer or Godown.
All chafed and damaged cargo
will be landed into the Company's
Godown, where it will be
examined on 8th July, 1918, at
10 A.M.

No Claim will be recognised if
filed after the 15th July, 1918.

T. DAIGO,
Manager.

Hongkong, 30th June, 1918.

TOYO KISEN KAISHA.

s.s. "SHINYO MARU."

From SAN FRANCISCO VIA
HONOLULU, JAPAN PORTS,
AND SHANGHAI.

The above named Steamer having
arrived, Consignees of cargo
are hereby notified to send in
their Bills of Lading for counter-
signature, and to take immediate
delivery of cargo from along-
side.

Cargo remaining undelivered
on 4th July 1918, at 5 P.M.,
will be landed at Consignee's
risk and expense, and delivery
must then be taken from the
Company's Godown.

Storage charges will be assessed
on all cargo remaining undelivered
on 8th July 1918, at
5 P.M.

No Fire Insurance whatever
will be effected.

No Claim will be recognised
after the Goods have left the
Steamer or Godown.

All chafed and damaged cargo
will be landed into the Company's
Godown, where they will be
examined on 8th July, 1918,
at 10 A.M.

No Claim will be recognised if
filed after the 15th July, 1918.

T. DAIGO,
Manager.

Hongkong, 2nd July, 1918.

TO SAIL.

THE PACIFIC STEAMSHIP
COMPANY'S.

s.s. "SENATOR"

will be dispatched for Seattle
and Victoria (Canada), on or
about the middle of July.

For particulars apply to—
THE ROBERT DOLLAR CO.
Rooms 3 & 4, General Post Office
Building.

Phone 793 & 795.

HONGKONG STORM SIGNAL CODE. (LOCAL).
Introduced on 1st JULY, 1917.

SIGNAL.	SYMBOL.	DAY SIGNALS.	MEANING.
1.	(RED)	(A)	A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2.	(GREEN)	(B)	Gale expected from the North (N.W. to N.E.)
3.	(GREEN)	(C)	East (S.E. to S.W.)
4.	(GREEN)	(D)	East (N.E. to S.E.)
5.	(GREEN)	(E)	West (N.W. to S.W.)
6.	(GREEN)	(F)	Gale expected to increase.
7.	(GREEN)	(G)	Wind of typhoon force expected (any direction).

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal. When it is hoisted after a black signal has been displayed it will mean that, on account of a change in the track of the typhoon, or for some other reason, a gale is no longer expected from the direction indicated by the last signal, and that another black signal may possibly be hoisted later.

The signals will be lowered when it is considered that all danger is over. The Day Signals will be displayed at the Headquarters of the Storm Signal, on Blackhead Hill, the Harbour Office, and the Police Station. They will have the same meaning as the day signals. Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Water Police Station and repeated at the Harbour Office.

The Night Signals will be displayed at sunset, on the tower of the Railway Station, on H.M.S. "Tiger," and on the Harbour Office flagstaff. They will have the same meaning as the day signals. Signal No. 7 will be accompanied by explosive bombs as above, in the event of the information conveyed by the signal being first published at night.

HONGKONG STORM SIGNAL CODE. (NON-LOCAL).
Introduced on 1st JULY, 1917.

SIGNAL.	SYMBOL.	MEANING.
1.	(RED)	A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2.	(GREEN)	Gale expected from the North (N.W. to N.E.)
3.	(GREEN)	East (S.E. to S.W.)
4.	(GREEN)	East (N.E. to S.E.)
5.	(GREEN)	West (N.W. to S.W.)
6.	(GREEN)	Gale expected to increase.
7.	(GREEN)	Wind of typhoon force expected (any direction).

The two upper signals of group (A) indicate the latitude, and the two lower signals of the group (B) indicate the longitude. The following information is given:—
(a) Direction of motion and velocity of motion, and the time; by 5 symbols.
(b) Direction of motion and velocity of motion, and the time; by 5 symbols.
(c) Direction of motion and velocity of motion, and the time; by 5 symbols.
(d) Direction of motion and velocity of motion, and the time; by 5 symbols.
(e) Direction of motion and velocity of motion, and the time; by 5 symbols.

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VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To.	To Be Dispatched.
JAPAN AND COAST PORTS.			
Swatow and Singapore	Linan.	B. & S.	7. July
Weihaiwei, Chefoo and Tientsin	Huichow.	B. & S.	8. July
Shanghai	Taiyang.	J. M. Co.	9. July
Swatow, Amoy and Foochow	Haishong.	B. & S.	9. July
Batavia	Sunshiang.	B. & S.	9. July
Shanghai	Ti manok.	J.C.J. L.	11. July
Shanghai, Kobe and Yokohama	-uning.	B. & S.	11. July
Manila	Sado M.	N. Y. K.	11. July
Cebu and Iloilo	Longsang.	J. M. Co.	12. July
Haiphong	Hwah Kuei.	B. & S.	12. July
Shanghai, Kobe and Yokohama	Takshang.	J. M. Co.	12. July
Nagasaki, Kobe and Yokohama	Sawachi M.	N. Y. K.	19. July
Batavia	Aki M.	N. Y. K.	20. July
Nagasaki, Kobe and Yokohama	Ijiparas.	J.C.J. L.	1. Aug.
	Tango M.	N. Y. K.	17. Aug.

HOTEL LISTS.

HONGKONG HOTEL.		KING EDWARD HOTEL.	
Abraham D.	Carleton Mr. & Mrs.	Almond Mrs. R.	Legre Mrs. B.
Anderson Mr. & Mrs.	Lucas Mr. & Mrs. J. J.	Anger Dr. & Mrs.	Lambden A.
Baring J. H.	Lucas W. H.	Bannerman G.	Lambden Miss E.
Brayn R. F.	Lucas R. I.	Budge W.	McAlbush Mr. & Mrs.
Brayn Capt. & Mrs.	Lucas P. F.	Cheng Mr. & Mrs. T. B.	McGee Mrs.
B.	Maclean Dr. G. W.	Courne Mr. & Mrs.	Mortley W.
Bolton N.	McAlbush G. M.	Culham Mr. T. B.	Morton A.
Bolton C. O.	McAlbush H. E.	Cunningham Mrs.	Moore B. J. de
Burrit J. D.	McColl Miss A.	Frits O.	Moore Mrs. W. C.
Burrit Mr. & Mrs. A.	McColl Miss I.	Gregory Mr. & Mrs.	Richardson Mr. & Mrs.
Burrit Mr. & Mrs. A.	McColl Miss I.	Haywood G. R.	Riches E. M.
Burrit Mr. & Mrs. A.	McColl Miss I.	Hoy A. W. T.	Starkley Mr. & Mrs.
Burrit Mr. & Mrs. A.	McColl Miss I.	Hunter C. J.	Stebbins
Burrit Mr. & Mrs. A.	McColl Miss I.	Harfield J.	Todd A. L.
Burrit Mr. & Mrs. A.	McColl Miss I.	Jackson Mr. & Mrs.	Underwood Mr. & Mrs.
Burrit Mr. & Mrs. A.	McColl Miss I.	James B.	White Mr. & Mrs. J.
Burrit Mr. & Mrs. A.	McColl Miss I.	Joseph J.	W.
Burrit Mr. & Mrs. A.	McColl Miss I.	Kilbee Mrs. L.	
Burrit Mr. & Mrs. A.	McColl Miss I.	Kilbee C. D.	

NOTICES.

THE
Taikoo Dockyard and Engineering Co.
of Hongkong Ltd.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION

AGENTS
BUTTERFIELD & SWIRE

S.S. AUTOLYCUS.

SINCERE Co., Ltd.
Hongkong's Emporium
and Exporters

The Largest Modern Dept.
Store in the East.

AIRIEST, CLEANEST AND COOLEST
IN EVERY RESPECT.

WITH ELEVATORS TO EVERY FLOOR.

Refreshments on the Roof Garden.

PRICES MODERATE.

TELEPHONE 187 & 189.

STOP PRESS TELEGRAMS.

THE DEFENCE OF PARIS.

Security of the Capital Never Endangered.

His Excellency the French Minister at Peking has just communicated to the French Consul in Hongkong the following telegram from M. Stephen Pichon, Minister of Foreign Affairs at Paris. This telegram is a reply to a request for an explanation regarding a cable from Benter's Agency, dated 22nd June, on the subject of the measures taken for the defence of Paris, which conveyed the impression that the French capital might eventually be evacuated:—

"In the mind of the French Government and of the French nation, the security of Paris has never been and never will be endangered. If such a possibility has ever been considered, it is that to foresee and guard against even the most improbable events is the duty of a nation at war and of its leaders, a duty dictated by the most elementary prudence.

"The patriotism of our nation, the science of our Military Command, which has so well preserved our reserves intact, the energetic co-operation of our Allies, daily strengthened by the support, surpassing all expectations, of American troops, are for us the sure guarantee of final victory, a fact which is no longer doubted even by our enemies and of which the recent speech in the Reichstag of M. Kuehlmann contains a thinly-veiled admission.

(Benter's Telegrams.)

DEATH OF THE SULTAN OF TURKEY.

London, July 4.

Benter's correspondent at Amsterdam says that it is reported from Constantinople, via Berlin, that the Sultan of Turkey is dead.

GERMAN SOCIALISTS TO OPPOSE BUDGET.

London, July 4.

Benter's correspondent at Amsterdam says that in the Reichstag Herr Scheinmann, intimated that the Socialists would refuse to vote for the Budget.

THE WESTERN FRONT.

Successful French Attack.

London, June 4.

A French communiqué says:—Between the Oise and the Aisne, we, at 7.30 last night, attacked west of Autrechies on a front of two kilometres. We advanced about eight hundred metres. A new attack was launched later in the same region between Autrechies and Moulin Sautouvent, at a moment when the enemy was preparing for a counter-attack. This enabled us to gain still further ground and our total advance extends over a front of five kilometres and to a depth of twelve hundred metres at some points. We took 1,066 unwounded prisoners, including eighteen officers in these actions. A single French battalion took over three hundred prisoners.

STATE KITCHENS.

An Insurance Against Food Shortage.

The Ministry of Food has circulated a preliminary memorandum for the guidance of local authorities appointed to carry out the National Kitchens Order, in which advice is offered as to the setting up of the kitchens, and the fact that they are to be regarded as a business proposition and must not be conducted as a charity is emphasised.

Among advantages claimed for the kitchens in addition to economy in food, fuel, and labour are the supply of nutritious and well-cooked food on a self-supporting basis, and the substitution of skilfully-prepared and properly cooked meals for makeshift meals.

The Food Controller desires that the provision of the kitchens should be regarded as a matter of urgency and as a reform of measures against acute food shortage. Kitchen schemes—both new ones and those already in operation—must be approved by the Food Controller, and the following provision for equipment has been sanctioned by the Treasury:

An out-and-out grant of one-quarter of the cost.

A second quarter which must be repaid out of the financial results of the kitchen.

A similar Treasury grant in respect of approved schemes for village canteens.

The balance of the cost is to be borne by the local authorities.

The need of adopting a scale of charges on an economical but self-supporting basis is pointed out, and it is suggested that representatives of organised labour, of working women and of the co-operative movement should be included in the committees.

The Food Controller is willing to aid local authorities as regards

CANTON NEWS.

Our Canton correspondent, writing under date of July 6, says:—

Shum Chun-hsun has circulated a telegram announcing his acceptance of the Administrative Directorship of the Union Military Government as from the 4th inst.

At a mass meeting, held at the Dutch Folly on July 5, Dr. Wang-fang, Shum Chun-hsun and all the leaders of Canton were present. The first question to discuss was to find an office for the Union Military Government. When a suitable office has been selected the Union Military Government will be formally opened. The meeting also discussed the appointment of ministers for the Government, and proposed to elect Dr. Wu Ling-fang to act as Minister of Foreign Affairs; Shum Chun-hsun, Minister of Interior; Lam Po-yik, Minister of Navy; Luk Wing-ting, Minister of War; Tong Kai-yin, Minister of General Staff; and Tong Shiu-yi to act as Minister of Finance.

The authorities have ordered the s.s. Kwong Hing-Lee to be confiscated, being captured by the gunboat Kwong Kam in the river at Kiang Chow, transporting military articles for Lung Chai Kwong's troops.

The Harbour Office of Canton has notified that the typhoon signals code introduced in 1915 will be cancelled on August 15, 1918 and a new typhoon signal code enforced.

estimates of the cost of equipment based upon the number of meals to be supplied, menus, and information relative to economical cookery, methods of transport of cooked food, and the supply of supervisors and working staff

BRITISH AIRCRAFT PROBLEMS.

Many Technical and Manufacturing Difficulties Overcome.

A report to Parliament by the British War Cabinet, covering the supply of aircraft for 1917, gives a striking picture of the difficulties met and overcome in keeping the British airman adequately supplied with up-to-date airplanes. The report says:—

"In endeavouring to describe the measures taken to meet the aircraft needs of the navy and army, the writer is at once confronted by the fact that the information desired by the country is precisely the information desired by the enemy. What the country wants to know is what has been the expansion in our air services; whether we have met and are meeting all the demands of the navy and of the army, both for replacement of obsolete machines by the most modern types and for the increase of our fighting strength in the air; what proportion of the national resources, in men, material and factories is being devoted to aviation; what the expansion is likely to be in the future.

"These are precisely the facts which we should like to know with regard to the German air service, and for that reason it would be inadvisable for us to supply Germany with corresponding information about ourselves by publishing a statement on the subject.

"It can be said that the expansion of our air services is keeping pace generally with the growing needs of the navy and the army.

"The brilliant part played by the Royal Flying Corps and the Royal Naval Air Service in the battles of the Somme, Vimy, Messines and Ypres has been described by the Commander in Chief, who has also borne frequent testimony to the inestimable value of the work performed daily and nightly by the two air services.

"It is fair to say that not even the well-known superiority of our airman over those of the enemy would have enabled the Commander in Chief's praise in so unqualified a measure unless they had been supplied with satisfactory machines and equipment from home.

"It is rather the fashion to criticise the quality of our machines. Most of the critics, however, are ignorant of the technical and manufacturing difficulties which have to be overcome in order to keep up a constant and increasing supply of the most up-to-date machines. Not only are the technical difficulties and the resultant research and experimental work formidable in themselves, but the task of building up in war time, without seriously affecting the requirements of other services, a new industry of a most highly skilled character necessarily puts a heavy strain upon the organising and manufacturing ability of the country.

The growing realisation of the increasing importance of aviation as an artifice of victory has recently been reflected by the concession of first priority to labour and materials required for aircraft production.

"The science of aeronautics is in a state of constant and rapid development; improvements in engines, aeroplanes and their numerous accessories are constantly being worked out. But the interval between the discovery of an improvement and its introduction into the service is, owing to technical considerations, very much longer than is commonly supposed.

"Experience shows that, as a rule, from the date of the conception and design of an aero-engine to the delivery of the first engine in series by the manufacturer, more than a year elapses; the corresponding period for an aeroplane is about one-half as long. Consequently, plans have to be laid for a long period ahead, and these plans are liable to be upset by many uncertain factors.

"The hopes based upon the promising results given by the first experimental engines of a new design are frequently disappointed owing to difficulties of

bulk manufacture or to defects only developed after long trial in the air. New types of aeroplanes favourably reported on when first tried are found on longer experience not to give complete satisfaction, and it is impossible, if we are to keep ahead in the keen struggle for aerial superiority, to wait full experience before placing orders.

"Risks must be run and new types must be adopted at the earliest moment consistent with reasonable assurance that they will constitute a substantial improvement on what is already in use. Orders must be placed, moreover, for considerable numbers and for delivery over many months, as the large output required for our present flying services can only be obtained by bulk orders permitting a high degree of sub-division of work.

"The next step in the problem is the balancing of the engine and the aeroplane programme. Owing to the much longer period required for the production of engines than of aeroplanes, orders for the former must be placed for relatively long periods ahead before it is known what type of aeroplanes will be required when the engines become available.

"The problem is complicated by the fact that manufacture and delivery rarely if ever proceed in accordance with anticipation. The output of a particular type may be delayed for weeks or even months owing to some technical difficulty of manufacture. Moreover, as replacement of losses and expansion are proceeding simultaneously in the flying services, and the rate of wastage in different types of engines and of aeroplanes varies considerably according to circumstances, it is impossible to forecast with accuracy what engines will be available for the equipment of new types of aeroplanes after wastage has been made good.

"Nor is it possible to any great extent to adjust the programme by modifying orders once placed without disorganising supply. The problem does not end here. Whenever a new type is introduced provision must be made for accumulating sufficient 'head' of spare engine, spare aeroplanes and spare parts of innumerable kinds to keep the squadron to be equipped with that type in a condition to make good the day-to-day wastage and carry out the constant repairs required.

"Such being the nature of the problem, it is satisfactory to be able to record that during the year 1917 not only was the number of squadrons of aircraft on the various fronts increased in a notable degree, but there was a complete replacement of machines and engines of the older types. The very great increase in output which is being obtained has placed a considerable strain on the workers in the aircraft and aero-engine factories of the country, a strain which is being met on the whole in a satisfactory manner.

"The difficulties in connection with production are aggravated by the competing claims of many different types of aero engines. Standardisation is the ideal, but it is obviously difficult of attainment, having in view the importance of not losing time in production and at the same time of keeping abreast with the very latest developments necessitated by the need for constant increase of horsepower and higher performance. The Air Council are most keenly impressed by the need for concentration on a few approved engines, and they have the whole question of the reduction of numbers of types under constant and careful consideration."

Freight Space on Bombay Ships.

Last month the Nippon Yusen Kaisha only had the Bombay-maru on Bombay service, and there was accordingly much pressure on freight space. This month the company has decided to operate the Tenjin-maru, Tama-maru, and the Tama-maru, while the O.S.K. vessels available will be the Sumatra-maru and the Kasado-maru. It is hoped that these vessels will appreciably relieve the congestion, but if it is still impossible to clear accumulated shipment, it is reported that the steamship companies will place more ships on the Bombay run next month.—*Japan Chronicle*.

AT THE TELEPHONE.

The Scribbling and Sketching Habit.

What do you do when you telephone? The obvious answer is, "Why talk, of course." Even this is not wholly obvious; for some of us do little but listen. This is especially apt to be the case when persons of opposite sex are using the two ends of the line. But most of us, we are assured by the writer of an article in the *Transmitter* (Baltimore, April), do something else; and with many, whether talking or listening, this something assumes a sort of primitive artistry, which is capable, we are told, of a rational psychological explanation. We read:

"The telephone and its use are a fruitful source for writers in newspapers and magazines, and the subject has many phases. One phase that seems to be written up right often lately is the inclination of telephone-users to draw pictures or figures while talking.

"A group of lawyers and court officials (so the story goes) were asked the other day: 'What do you do besides talking when you use the telephone?' At first, several of them stated that they did nothing, but upon second thought pleaded guilty of various artistic endeavours, from elaborate sketches to cross-crosses.

"One lawyer said he writes names, sometimes his own, but more frequently the name of some person he knows, who, strange to say, has nothing to do with the conversation.

"Another said he frequently embellishes the figures of the number he is calling, while another admitted that he draws indefinite and unfinished pyramids, and should the conversation be prolonged, he shaded these masses.

"One stated that he draws constructive squares, joining each other, and also makes lines resembling the floor-plan of a house; another favours squares and diamonds, which he proceeds to embellish with circles and angles; while still another recalled that he draws the letter H in block formation, and if the conversation drags, adds the letter O.

"If there are pencil and paper handy eight men out of ten—he they lawyers, telephone men, or just plain business men—will draw designs of some kind while talking on the telephone, especially if the conversation is prolonged.

"It doesn't require any particular talent, as a study of some of the efforts found in telephone-booths and on the covers of directories will show. It isn't necessary that there be a booth—an ordinary desk-set, a stub of a pencil, and the back of an envelope will do.

"Probably you're among the artistic ones, unless you write with your left hand. Think back to the last time you used the telephone when there were a pencil and a scrap of paper handy. You just naturally picked up the pencil and made the most fearful and wonderful designs on the paper, after which you rolled it up into a little ball and threw it under the desk.

"We have several of these artistic telephone-users among our own officials. One of the traffic men, for instance, draws nice little sketches of shrubbery and trees and outdoors generally. A commercial official we know peruses Greek temples, and still another commercial man confesses to writing numbers and dates. Probably they all do it, in some form, and it would be interesting to take a look through the various waste-baskets some evening for incriminating evidences.

"The funny part of it is that the artist doesn't usually realise what he is doing and ten minutes later can not tell what he drew or whether he drew anything. All the while he is talking, he is busy with his pictures, but the making of them does not seem to interfere in the least with the conversation."

Of course, the writer goes on, one must look to psychology for the answer. An eminent psychologist is quoted as giving the following explanation of the doings of the telephone artists:

"I firmly believe that nearly every one who uses a telephone is given to scribbling, writing, drawing, or figuring on a bit of paper if it is handy. I always do

FAULTY ENEMY PROPHECY.

What U-Boats Were Expected to Do.

The recent German official boastings about the submarine campaign have a deeper meaning than appears on the surface.

April was fixed upon by the expert prophets as the month in which England would be brought to her knees, and the prediction, as even the Germans can now see, has not been fulfilled.

On Sept. 12 last year Captain von Kuhlwater (who is a member of the Naval Press Bureau) published a remarkable article in the *Koelnische Zeitung*, in which he cited the opinions and calculations of "independent" authorities on the submarine war, showing how "Science" regarded its ultimate outcome in the light of private investigations. He singled out for praise "the remarkably exact calculations" of a Professor Keegbein, of Hamburg, which deserve reproduction in the light of the present condition.

(a) "The defeat of Great Britain is a matter of tonnage space.

(b) "Should the decreases of tonnage continue at the same rate, that is, 500,000 tons net per month, British home and foreign tonnage will reach a crisis at the end of September, and will only suffice for the minimum requirements of import, which amount to 25-27 million tons per annum.

(c) "Should England pass through that crisis, a collapse is not to be expected for the next three months, since the new harvest will secure England's food supply during these three months.

(d) "For the period after September, though the sinkings may remain the same, the net losses must be put at a lower figure (about 425,000 tons gross) because of the probable increase in British and American shipbuilding activity, and, in addition, the enemy will be able to bear his losses by reason of the circumstances mentioned in clause (c).

(e) "In December nothing will be left for the British to do but to divert military transports for economic objects, that is, to weaken their military strength.

(f) "At the end of March this disarmament will have reached 2,500,000, and at the end of April 3,000,000 tons gross, and England will have lost almost one-third of the shipping requisitioned for military objects. These were all 'wonderfully exact' calculations, duly paraphrased and numbered in the 'scientific' German fashion, but they suffered only from the defect, viz., that they have not been justified by the events.

it myself if a conversation be at all prolonged. Really, it's a dual operation of the mind.

"When a man is waiting, for instance, for a telephone number, his conscious mind is directed attentively to waiting for the answer at the other end. His subconscious mind disengages itself, and if the pad and pencil be there, turns to them. There is no diminution in the intensity of the conscious mind while the hand is busy tracing the figures or what-not upon the paper. It is just that the mind is capable of doing two things at once and gives a demonstration of its ability."

"Evidently this subconscious mind is not satisfied with making pictures and scrolls, for it has been observed exercising itself in jabbing holes in book-covers with the pen-point, digging into the varnish of the desk, bending ink. All of which is the probable result of the desire to be doing something.

"One telephone enthusiast, possessing a doubly charged subconscious mind, has been accused of using his right hand for gesturing while at the telephone, and on at least one occasion, of setting down the receiver in order that he might do it with both hands. A Frenchman observed once that it must be a source of regret to the American that he has not found some way to utilise his feet while talking over the telephone. "What else do you do with your telephone?"

DR. HENSON'S IDEAL.

"Insensate Folly of Denominational Divisions."

At the Bloomsbury Central Church recently, the Bishop of Hereford said that one reason why he was present was that he desired to make it clear that as Bishop he intended to pursue those objects which he had pursued in less responsible positions.

"Was not a Bishop a Pontifex, a bridge-maker? (Applause.) As Bishop, I hope to build bridges across chasms. I have some doubts as to whether I represent the clergy, but I am absolutely convinced that I represent the laity.

"The war has disclosed for us with the brilliant clearness of a lightning flash the insensate folly of denominational divisions. We must not rest until we have got rid of them."

Preaching to a congregation of Non-conformists earlier in the day at Bloomsbury Chapel, the Bishop said that both the monk and the worldling were wrong. "Neither," he said, "is the type of best citizen or makes the best use of his time on this side of the grave."

"The greater achievements in human history are the progeny of faith, not of scepticism."

CHURCH SERVICES.

St. John's Cathedral, Hongkong.

6th Sunday after Trinity, 7th July, 1918. Holy Communion (7.50 a.m.) Matins (11 a.m.) Responses: Ferial. Venite: Elvey. Psalms: 35, Hensley, Te Deum: Oakley in J. Jubilate: Goodson. Hymns: 260, 370. God Save the King. N.B.—Psalms 35, verses 1, 2, 3, 17, 18, 23, 24, in union. Hymn 260, verses 1, 4, in union. Hymn 370, verses 1, 4, in union. Holy Communion (12 noon.) Evensong (6 p.m.) Responses: Ferial. Psalms: 37 Goss. Magnificat: Smart (14th evening). Nunc Dimittis: Wesley. Hymn 160, 163. N.B.—Psalms 37, verses 5, 6, 13, 14, 25, 26, 4, in union. Hymn 160, verses 1, 4, in union. Hymn 163, verse 3, in union.

St. Andrew's Church, Kowloon.

Sixth Sunday after Trinity, 7th July, 1918. Holy Communion after Morning Prayer. Morning Prayer 11 a.m. Responses: Ferial. Venite: Elvey. As set. Psalm: 16—Hopkins, 1st Morning. Psalm: 27—Barnby. Chant No. 218. N.B.—In union—Psalms 16, Verses 9 and 10. Psalm 27, Verses 1, 8, 16. Te Deum: Woodward, Smart and Turle. Benedictus: Boyce, 31st Morning. Hymn: 7. Hymn: 225. Hymn: 96. Hymn: 422 (A. & M. setting). God Save the King. Evening Prayer 6 p.m. Responses: Ferial. Psalms: Haver-gal. N.B.—In union—Psalms 37, Verses 1 & 2, 7 & 8, 39, 40 & 41. Magnificat: Barnby in D. 18th Morning. Nunc Dimittis: Wesley. Hymn: 355. Hymn: 410. Hymn: 419 (A. & M. Tune). Hymn: 21 (Second Tune). Vesper Hymn. God Save the King.

Union Church, Kennedy Road.

Sunday Services, July 7th. Morning 11. Hymns: 10, 155, 209, 142. Subject: Constant Consecration 12 noon. Communion. Evening 6. Hymns: 223, 271, 29, 147. Preacher: Rev. J. Kirk Macdonald. St. Peter's Church, West Point.—Sunday, June 16, 1918. 8 a.m. Holy Communion. 11 a.m. Morning Prayer and Sermon. The Gospel Hall—(No. 10 and 13 Pedder Street). Weekly Services—Sunday, Breaking of Bread, 11 a.m. Gospel Meeting, 8 p.m. Tuesday, Exposition of Scripture, 8 p.m. Thursday, Bible Class, 8 p.m. Friday, Bible Class for Ladies, 5.30 p.m. Saturday, Prayer Meeting, 8 p.m.

Wesleyan Methodist Church, Wanchai.

Sunday Morning Service 10.15 a.m. Sunday Evening Service 6 p.m. Soldiers' and Sailors' Home. Arsenal Street.—Sunday Evening, Gospel Services 8 p.m.

St. Joseph's Church, Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament. Roman Catholic Cathedral, Glebe.—Low Masses at 6, 7, and 9.30 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament. First Church of Christ Scientist.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 4.30 p.m.

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BULGARIA AND GERMANY.

Will They Become Enemies?

One of the difficulties of an alliance based on hopes of plunder is this; when the Allies have got their plunder, what are they to do with it? History is strewn with the wrecks of aggressive alliances that have broken down when it came to dividing the spoils; and during the past months we have been enjoying a very pretty object lesson on the subject in the increasing friction between Bulgaria and Germany. We are writing in the middle of April, and the end of the story will not be known till we get the terms of the final treaty between Germany and Rumania; but while we are waiting it may be of interest to set out the facts and see how they bear on the future. One consequence meanwhile, as everyone has seen for themselves, has been the complete inactivity of the Bulgarian army.

Bulgaria went to war to obtain Macedonia, and that part of the Dobruja which was ceded to Rumania in 1913. She cared nothing about Germany; in fact the only convinced pro-German elements in the country were the Tsar Ferdinand and the present Prime Minister, M. Radoslawov, and his friends, who were only a Court clique. Most of the other political parties were rather friendly to the Entente. But all were united in the desire to obtain the districts in question; and when Germany guaranteed Bulgaria's aims, which the Entente were too honest to do, the country was quite content to follow its Tsar into the German alliance. Little therefore turns on the internal divisions in Bulgaria, or the undoubted dislike of large sections for the Government; for all except a few Socialists who advocate a Balkan confederation, are united in supporting the war-aims for which the Government stands. The Government have recently obtained the prolongation of the life of the present Sobranje until demobilisation, and are consequently quit of the fear of a general election; though no one can say what might happen if they failed to achieve the war-aims which the country desire. The great dissatisfaction which exists in Bulgaria is due to this, that the Government are identified with Germany,—indeed they are frequently reproached with being Germany's vassals,—and many people fear that Germany means to sell Bulgaria after all.

We are here considering the Dobruja only, as for the moment nothing turns on Macedonia; and the Dobruja up to the Danube, which was not contemplated when the alliance was made. After this conquest Bulgaria at once altered her war-aims, and claimed the entire Dobruja; "our Dobruja" as the press calls it. A great propaganda campaign has been conducted in the press week by week on the subject; and the principal opposition paper, the *Nationalist* *Mir*, has worked harder at it even than the Government organs. Support too has been secured from the Dobruja itself, both in numerous petitions from different villages and districts, and in a resolution of a Dobrujan National Congress of over 400 delegates which met at Babadagh in November and demanded union with Bulgaria. The policy of the Government in the autumn was to treat the whole matter as a *fait accompli*. Tsar Ferdinand's speech from the throne at the opening of the Sobranje in October said: "The Tsar, the nation, and my brave army, proud of their having unified the liberation, and with joy the peace-making initiative of the Pope." In September the Bulgarian Minister in Washington, M. Panaretov, after saying that Bulgaria entered the war with the single object of regaining the Dobruja and the Macedonian parts of Serbia, declared: "Now that Bulgaria has attained her aims she is ready for peace. We are not participating in the war except against Serbia and Rumania." For Bulgaria, that is, the war was over; she had got what she wanted,—always provided her good allies saw it in the same light.

This unfortunately was just what her good allies did not do. The first clear statement of trouble ahead was made by Radoslawov in the Sobranje on Oct. 31st, in a stormy and hostile House. After explaining Bulgaria's dependence on Germany for supplies, he said: "I beg of you to avoid bickering, and not to increase friction between us and our allies, for this may be detrimental to our relations with them. We are waging a diplomatic conflict about the Dobruja, as there is no reference to it in the treaties." He added: "The nation and the Government demand the Dobruja; this is a point of dispute between our allies and ourselves." Radoslawov explained himself further to a delegation from the Dobruja in January; the treaty with Germany only provided for a return of the territory annexed by Rumania in 1913, together with a rectification of frontier, and so did not touch the northern Dobruja. Press and politician naturally took the matter up, partly comforting themselves with mutual assurances, after the fashion in Turkey, that of course Germany would do the right thing by Bulgaria, and partly threatening Germany in good round terms that the whole alliance was at stake if she did not. The *Nationalist* *Mir* on Feb. 14th reminded Germans that a real and unalterable friendship between Bulgaria and Germany depended on the "liberation" of the Dobruja, and on the 19th said that the solution of this question would be the test of Austro-German-Bulgarian friendship. The pro-German *Kambana* on Feb. 16th said that the future of the alliance would depend on Germany's decision. The *Democratic* *Preprints* on Feb. 23rd assured Germany that "any effort to secure military advantages or an economic servitude would compromise all her gains in the Balkans during the war." On Feb. 1st the ex-minister M. Malinov said bluntly in the Sobranje: "If this national desire (for the whole Dobruja) is shared by our ally we are with him; if not, no." The resolution of the Dobrujan Congress, already referred to, declared for resistance by armed force to any attempt to separate the Dobruja from Bulgaria; and the *Dnevnik*, which supports the Government, wrote on Nov. 25th: "Measures must be taken to prepare for the Dobruja against invasion."

It was thus evident that, unless Bulgaria obtained the whole Dobruja, trouble was likely to result. But Germany kept silence about her policy; and Bulgarians were both perplexed and angry. In the Sobranje, the ex-minister M. Todorov on Jan. 30th voiced the fears of the malcontents, and accused Germany of not giving Bulgaria the support to which she was entitled; while next day Malinov declared that Bulgaria had been asked to make concessions. Rumour naturally became busy; and on Feb. 28th, Todorov asked the Prime Minister whether it were true that the Dobruja was to be ceded, not to Bulgaria, but to the Allies, and whether such a formula might not lead some of the allies to assume that they had acquired rights there. Radoslawov could not answer; for it was true.

At the beginning of March it became known that the preliminary treaty with Rumania provided for the cession of the Dobruja to the allies jointly. This made a very bad impression in Bulgaria; though Radoslawov asserted in the Sobranje that in the final treaty the Dobruja would be ceded to Bulgaria. Even the pro-German *Kambana*, on March 14th, protested against this humiliation while on March 8th, the *Mir* said that a lasting peace would only be possible when great nations afforded to small ones opportunities of free development without seeking to impair their sovereignty. (These are the latest papers we have.) But meanwhile another difficulty had come into view. Relations between Bulgaria and Turkey had not been good for some time; and Turkey began to claim, as compensation for her aid in conquering the Dobruja, the districts in Thrace ceded by her to Bulgaria at the beginning of the war, including Dedagatch. The Bulgarian press read her angry

lectures on her attempt to restore the 'balance of power'; and on Mar. 14th the *Preprints* actually referred to the Bulgarian victories over Turkey in 1913, and said: "Do the Turks think us mad? We cannot and shall not barter our State territory." Todorov, who, as before, expressed the general discontent in the Sobranje, asked on March 11th if it were true that Bulgaria would have to make concessions to her allies, and declared that she would not give compensation; if it was desired to maintain the alliance, Bulgaria's political and economic independence must not be infringed. He put this more strongly a few days later, and added, that, if Turkey raised territorial questions, the only result would be to introduce suspicion and discontent into Bulgaria's relations with her.

What now was Germany's part? It was believed that the German plan was that Bulgaria should receive the Dobruja ceding the Thracian district to Turkey as compensation, but keeping Seres, Drama and Kavala to gild the pill. Bulgaria however claimed that she already had an agreement with Germany under which she was to keep these three towns; while no official German statement has been made that Bulgaria should have the Dobruja. Count Hertling on Feb. 28th said that, in the negotiations with Rumania, Germany had to see that a compromise is arranged there regarding any divergent desires; this might possibly give rise to difficulties. Count Czernin on April 2nd spoke at length on the arrangements with Rumania, but was silent about the Dobruja; a fact no doubt duly noted at Sofia. On April 10th however, a very notable unofficial statement appeared in the *Frankfurter Zeitung*; Bulgaria was to have the Dobruja, but Germany, Austria and Turkey were all to receive compensation; in Turkey's case the Thracian districts. This claim to compensation for Germany accords perfectly with the silence of German statements.

Negotiations were opened between Turkey and Bulgaria over the Thracian district. Obviously Bulgaria was stiffecked; for the negotiations broke down, and about April 12th Germany insisted on their being re-opened and appointed Dr. Helfferich as mediator; the result is not yet known, but it is being stated in Germany, (e.g. *Weser Zeitung* April 15th), that a settlement with Turkey is a condition precedent of Bulgaria receiving the Dobruja. But as to what compensation Germany herself claims we know little. The German press has been talking a great deal about Costanza. Count Reventlow has practically claimed it for Germany; the *Local-Anzeiger* on Mar. 7th demanded for Germany communication via Costanza with the Black Sea; a Vienna telegram to the *Munchener Neueste Nachrichten* said the status of the town would be settled by a mixed commission, as certain points relating to the harbour remained to be adjusted; the *Berliner Tageblatt* has talked of a free port. Germany is leasing the Rumanian oil-fields for 99 years, and will no doubt claim the pipeline to Costanza, and special rights over the port; possibly, too economic privileges. But she may go further: an article in the *Hamburger Nachrichten* on Feb. 27th, from "an estimable source" demanded "an independent German-protected region at the mouth of the Danube," on the strength of the German colonists in the Dobruja and Bessarabia; as Germany is constructing a great through waterway from the Rhine to the Danube mouth, this is important. Germany still keeps a grip on the Dobruja. Bulgaria has not been allowed to administer it, and Radoslawov stated on Feb. 26th that the German military administration was to continue till the end of the war, a statement recently confirmed by the German *Tageblatt* (Bucharest). So even if Bulgaria agrees to the compensation, she will have to wait for the territory. That there will be bad feeling is obvious.

If Bulgaria gets the Dobruja, with Drama Seres and Kavala Germany will probably get little more use from her; she will regard the war as ended, so far as she is concerned. The people are war-weary; Radoslawov has had to appeal for patience to those who demanded "peace at any price"; he dare not face an election; the agrarians joined the socialists in opposing the last war credit; the Minister of War has admitted there is discontent in the army, and the Bulgarians have, too, other grievances against Germany which are being voiced; one is that Germany will not recognise her "moral responsibility" for part of Bulgaria's war expenditure; another, that the Bessarabian Bulgarians are being handed over to Rumania. But if Bulgaria, who regards the Dobruja as her right, is compelled by Germany to pay compensation for it to herself and Turkey, there may be more than this; it looks as if Germany might make of Bulgaria another future enemy.

THE PERFECT OFFICIAL.

I.—The Board of Invention and Research.

I Dion Clayton Calthrop writes in the *Daily Chronicle* as follows:—

"Sir," says the charming office girl, "There is a man calling himself an inventor, who waits below."

"An inventor!" cries the great scientist. "And below! Pray request him to come up at once." Wreathed in smiles and rubbing his hands with glee, the great scientist, world renowned, awaits his visitor. To him enters the seediest individual in the world, exhaling an aroma all his own.

"This is indeed a pleasure," says the great scientist. "Pray be seated. I see you have the forethought to call at 130. In these days luncheon is a trifle. I perceive that you smoke, allow me to offer you a really choice cigar."

The inventor seats himself, not without surprise; files the cigar in his breast pocket for future reference, and lights a doubtful pipe, the painful wheezes of which bring a pair of Bohemia into the office.

"You have, doubtless, some great idea," says the great scientist, with tact for which he is noted.

"If you could spare me a few moments—," begins the inventor.

"My dear sir!" exclaims the great scientist. "I am your servant. It is true that I have a steak of salmon waiting me at the Club, but that, in war time, is of no consequence. Pray proceed."

"I have indeed," says the inventor, wiping a moist eye with the merest apology for a handkerchief, "an idea which will bring this war to an end."

"My dear friend," says, very gracefully, the great scientist, "in case you should feel embarrassed, let me hint to you that such an idea, as I think yours may prove, is all we seek."

"The common or vulgar rabbit—," the inventor begins.

"They have such beautiful eyes," says the great scientist. "Multiply very quickly," says the inventor. "Its progeny is large and frequent. They burrow," he adds, darkly.

"How true!" says the great scientist. "I see you to be a man of great observation."

"The ordinary, puppy dog—," says the inventor.

"The faithful hound!" says the great scientist (well known for his love of animals).

"Will carry slippers a considerable distance," says the inventor. "I have noticed the habit," remarks the great scientist, slightly, by now, bewildered.

"We need man-power above all things," says the inventor, much encouraged. "We are coming out miners at home, why not in France?"

"Why not indeed?" ejaculates the great scientist, getting despite himself, near the bell.

"Why not replace them by animals?" cries the inventor.

"How you see that I arrive at my point!"

Hastily mopping his brow with a handkerchief of pure cambric, the great scientist presses a glass of sherry on the inventor and begs to be excused for taking one himself.

"The rabbit, I repeat, burrows," says the inventor. "He will go far in search of water. With salt added to his cabbage he will get very thirsty. A tunnel!" the inventor cries, almost, if not quite, beside himself. Then in a hoarse whisper he breathes the words, "The Rhine!"

"Pray continue," says the great scientist, unable to believe his ears.

"Fired by thirst and longing for water ten rabbits will do one man's work. If, shall we say, 10,000 men are now employed on mining operations on the front, why not use ten times that number of thirtetad rabbits, who will in no time make a tunnel without pick or shovel far behind the lines of the enemy?"

"But the puppy-dogs?" says the amazed great scientist, not without an inward thought of his rapidly cooling salmon at the Athermum.

"The greatest idea!" exclaims the inventor, those parts of his face uncovered by hair crisscrossing with joy. "When the rabbits throw aside the earth in their feverish haste, the earth so removed will fall into cunningly contrived bed-room slippers."

"A homely touch," says the great scientist, faintly.

"England," cries the inventor, his voice now vibrating through the room, "is overcrowded with pet dogs, with lap dogs eating into supplies of food. Take them to France. Ten dogs carrying a slipper piece full of earth will do the work of one man, and remove the earth from the tunnel. I have calculated that by the time the tunnel reaches the Rhine the dogs will, in their hunger, kill and eat the rabbits, and so nature will restore herself. Then the twenty thousand released men, now fully armed, will rush through the tunnel and pour upon a defenceless and amazed Germany. Overhead five million guinea-pigs with false steel teeth will gnaw their way through the barbed wire, while octopi in especially armoured tanks of salt water will with their enormous feelers seize the flying army, and millions upon millions of clothes moths suddenly released from balloons will eat the clothing from the backs of the routed soldiers, and so—"

"Stop!" cries the almost fainting great scientist. "Enough for one day. Pray forgive me, but the idea is one of such magnitude that my poor brain reels. Forgive me, sir, my dear sir, if I press the bell."

"But I have not got to my idea of using the seven stomachs of the camel, the pouch of the pelican, and the swiftness of the eagle to replace the Army Service Corps—"

The door opens to admit the charming girl.

"Kindly see that this learned gentleman is well treated in that place reserved for such great intellects. Now, sir, let me thank you in the name of the Government. The War Cabinet shall go at once into matter. I do not wish to appear to hurry you but must prepare a minute on our conversation."

"Calculating pigs should take the place of the Army Pay Corps, and birds could be taught to drop bombs."

The charming girl with surprising aptitude guides him to the lift where, as it swiftly descends, the inventor's voice drones up to the great, but anxious, scientist.

"Flying fish in the Air Force" were the last words he heard until a new, but equally pretty office girl announces "A gentleman who has a gun which will fire 200 miles."

"Pray show him in," says the great scientist. "And spare me, if you can, one of your tea biscuits. I shall not lunch to-day."

Mr. Hughes's Son Wounded.

The Australian Prime Minister's son, Opl. E. W. Hughes, has been wounded in France, and is now in hospital in England.

Women Chemists of the Future.

Lady students at the school of the British Pharmaceutical Society, Bloomsbury Square, easily beat the men in the recent examinations, securing all the chief awards. The four silver medals were secured by the ladies, and out of eleven distinctions only one was won by a man.

FEDERAL HOME RULE.

A Sound Solution of the Problem.

The Rt. Hon J. M. Robertson, M.P., writes in the *Daily Chronicle* as follows:—

Many old students of the Home Rule problem, I feel sure, will join in an appeal to the Government not only so to frame the new Home Rule Bill that it will dovetail into a Federal scheme, but to accompany it with an assurance that a Federal system will in due course be established. It was part of the ill-fortunes of the Home Rule cause in the past that when Gladstone took it up under pressure of a political crisis there had been neither educative preparation of the electorate nor due deliberation among the statesmen concerned. Even in the angry debate which broke out on the first hasty Home Rule Bill it became clear to many that only by Federation could the problem be soundly solved. But never, from that day to this, has the Federal solution been systematically faced and planned for by any party, though it is practically certain that 95 per cent. of the Liberal party and a large percentage of the Unionist are prepared to accept it.

It was an open secret in Gladstone's day that a Federal plan might have averted the opposition of many Liberal Unionists. Chamberlain more than once hinted as much. But whether because of the personal resistance of some of the Liberal leaders, or because of Irish opposition to a scheme which meant more delay, or by reason of a general conviction that "the country was not ready" for such a complete recasting of the Constitution, the second Home Rule Bill, like the first, was framed solely to meet the main Irish grievance; and the nation was never broadly invited to think out the fundamental issue. The problem of the attendance of Irish members in the British Parliament was sought to be solved first by one anomalous arrangement and then by another; and in the suspended Home Rule Act now on the Statute Book the anomaly remains. It is curable only by a Federal plan in which all the "nations" of the United Kingdom shall have Home Rule, with a central Union Parliament in which all are represented.

Not only is that the only sound solution of the problem which Gladstone confessed to be almost beyond the wit of man to solve, as it presented itself in his Home Rule Bill: it is the one solution which fully and fairly meets the objections of Ulster. The fundamental grievance of the Ulster Unionists is that mere Home Rule for Ireland deprives them of the status which they claim as a right. By the Federal plan they are placed on exactly the same status as all the other citizens of the United Kingdom. All alike will have their "national" Parliaments, and all alike will be nationally represented in the Union Parliament. On that footing Ulster's grievance disappears, and Ulstermen are entitled only to claim the securities which Home Rulers have always agreed to give them.

Ulstermen, we are told, do not trust a mere promise to set up a Federal system after the war. Their own distrust should enable them to sympathise with the attitude of the Irish Home Rulers, who, with so much more reason, have ceased to trust mere promises and insist upon immediate fulfilment. But while it is possible to establish an Irish Home Rule Parliament forthwith, and thereby to take the greatest possible step towards the stabilising of Irish life, it is plainly impossible to disintegrate and recast the whole constitution of the United Kingdom while the war in its most critical stage. What can be done to satisfy Ulster is to establish forthwith a deliberative machinery to prepare a Federal Constitution. If the appointment of a qualified body for that purpose be not held sufficient to assure Ulstermen of the fulfilment of their hopes, it might be worth the while of the Government to consider the policy of introducing and carrying resolutions after the manner of Gladstone's procedure preparatory to Irish Disestablishment.

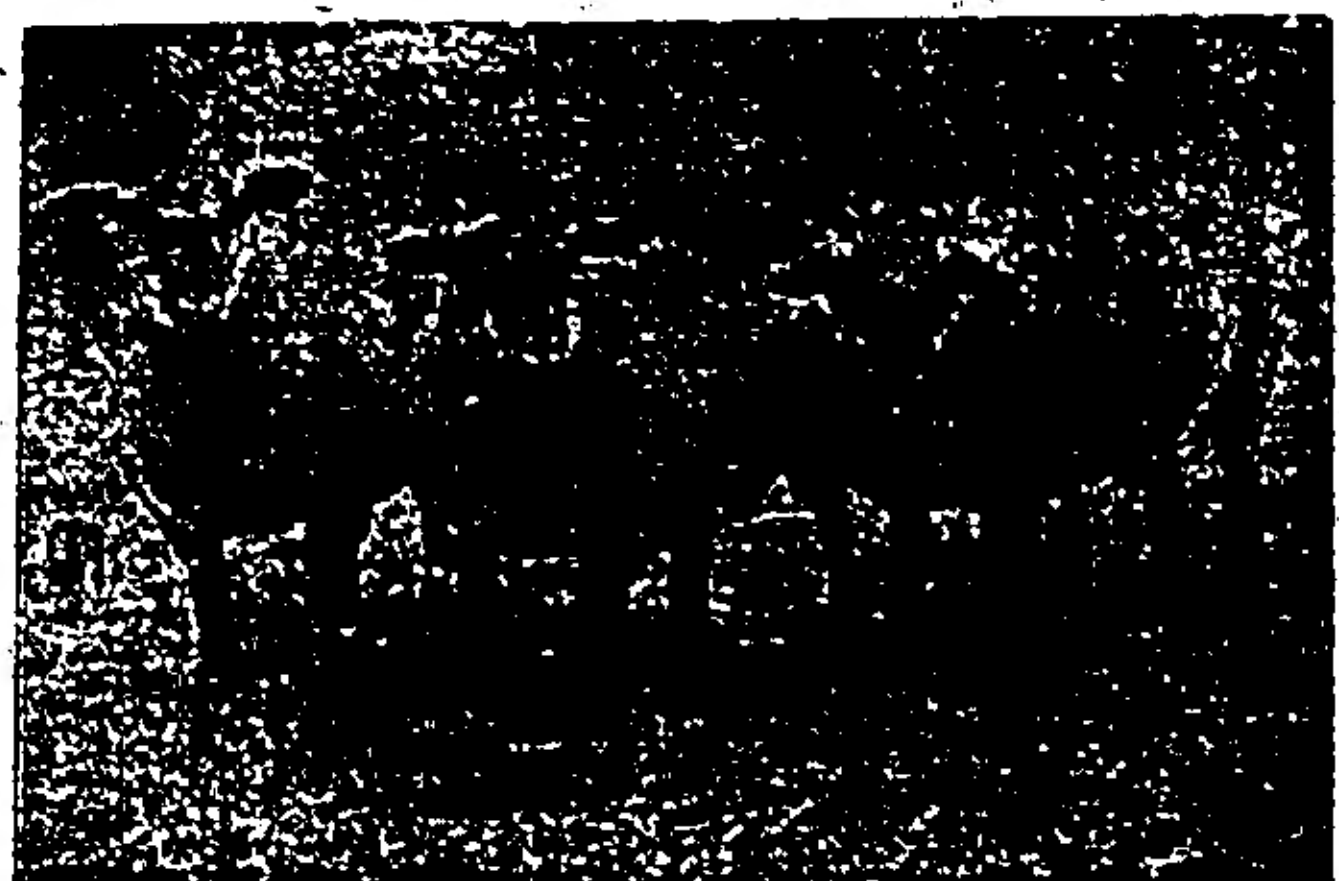
But this is the vital moment of the time being, and the eliciting of the feeling of Parliament on the subject. After taking special pains, in conjunction with colleagues, to ascertain the condition of Parliamentary opinion, I am satisfied that it is overwhelmingly in favour of following up Home Rule for Ireland with "Home Rule All Round." All the Liberal leaders and nearly all the Liberal party, there is reason to hope, will support the policy. But it is greatly to be desired that it should become not a party but a Coalition policy, the body of Unionists friendly to Federation being so large as to make that consummation perfectly possible. If Sir Edward Carson saw his way to come in, the settlement would be so nearly unanimous as to be in the highest degree auspicious for the future.

If any British citizens need any other motive to accept it than the irresistible need for a settlement in Ireland, the reasons exist in abundance. A generation ago Gladstone gave as a more than sufficient reason for beginning a policy of devolution the impossibility in Parliament of giving adequate time and attention to the ever-growing multitude of problems thrust upon it. What was true then is overwhelmingly true to-day. I affirm with all possible emphasis that it is to-day impossible for any member of Parliament to study adequately all the questions upon which he is called to vote. After the war, when we have to grapple with a host of new problems, the impossibility will become a source of grave danger. There is ample employment for any thoughtful politician in the manifold fiscal and international problems which will be reserved to the Union Parliament; and there will be no less ample work for the members of the four national legislatures (supposing England to have only one) which will take up the thousand and one tasks of reconstruction.

Incidentally, one outstanding problem will disappear with the establishment of a Federal constitution. The House of Lords will no longer have any power in respect of any of the issues upon which in the past it has come into conflict with the House of Commons. Education, land, licensing, disestablishment, will all come within the province of the "national" Parliaments. If the dualist superstition is still strong enough to give to each and all of them a controlling Second Chamber, it will at least not be a House of Lords. The Federal constitution, again, will presumably include for the Union Parliament a Federal Second Chamber, in which the constituent parts of the kingdom are represented as such; and the House of Lords, clearly cannot fulfil that function. If, then, we are to have a Federal constitution, the House of Lords must go. Of course the peers individually will then be eligible for any of the new legislative bodies.

Should the Government take the statesmanlike course of declaring for Federalism a new appeal may fitly be made to Irish Nationalists to take at last a similarly statesmanlike course. They have always stood aloof from appeals for a Federal solution, usually arguing that the adoption of that plan would indefinitely delay the establishment of Home Rule for Ireland. It may have been this resistance on their part that has so long delayed the true solution of the Home Rule problem. But now that Home Rule is to be given to Ireland as a first step they have no good ground for opposition to the completing measure. Those of them who stand out for a Dominion Parliament are simply blocking the way to Home Rule altogether; for a Dominion Parliament is precisely what Ulster—to say nothing of Britain—can never consent to. For Nationalists then, to persist in that demand is simply to refuse to recognise in the case of Ulster the very plea upon which they found for themselves. And they cannot hope in that case to have the support of American opinion. It was to maintain the Union that the Northern States fought the Civil War. And union is as vital to the United Kingdom as it was to the United States.

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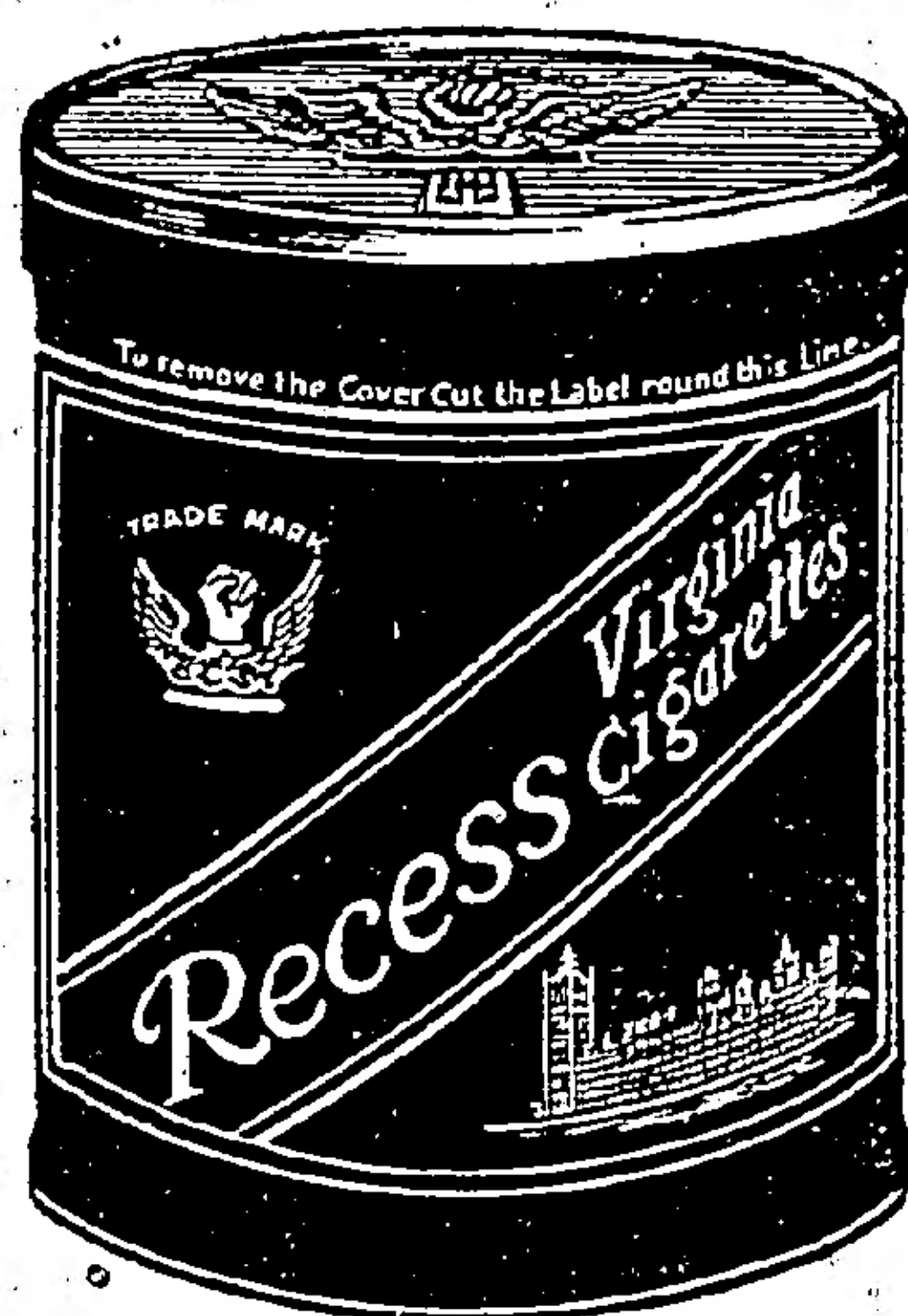
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JUST RETURNED FROM AMERICA
"AFTER AGAIN CARRYING
AWAY THE WORLD'S
CHAMPIONSHIP
IN LASSO MANIPULATING.
POSITIVELY THE GREATEST ACT OF ITS
KIND IN EXISTENCE.T
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R
ERECESS NO. 44.
VIRGINIAN CIGARETTES.A
Large Size
Cigarette.Packed in
Air-Tight
Tins of 50
Cigarettes.

A shipment has just arrived in the Colony.

Manufactured
by

This Advertisement is issued by Westminster Tobacco Co., Ltd.

POST OFFICE.

The importation by post into Japan of foreign rice, except such as may be imported by the Minister of Agriculture and Commerce and the persons designated by him, is prohibited.

This prohibition is not applicable to rice imported into Taiwan (Formosa) and Karakuto (Japanese Saghalien).

The Parcel Post Service to the Portuguese Colonies in West Africa and to Spanish Offices in Morocco (except for Prisoners-of-War) is suspended.

Until further notice parcels for civil addresses in the provinces of Udine, Vicenza, Treviso, Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

On and after May 1st 1918, Imperial Postal Orders will be cashed in India at the rate of 1/4 to the rupee.

The amount of the charge per parcel is fixed at 5 pence per day after the expiration of the period stipulated.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

No unofficial letter addressed to Abadan, Ahwaz or Mohammarah in the Persian Gulf may exceed eight ounces in weight.

From the 1st May 1918 there will be three General deliveries daily from the District Post Offices except on Sunday and Holidays when there will be one delivery only.

The hours of delivery will be as follows:—Week days 9 a.m. 1 p.m. and 5 p.m. Sundays and Holidays noon.

The importation into the Commonwealth of Australia of tea, other than that grown or produced in British Possessions is prohibited, unless the consent in writing of the Commonwealth Minister for Trade and Customs has been first obtained.

OUTWARD MAILS.

TO-MORROW.

Saigon—7th July, 9 a.m.
Straits, Bangkok, Egypt and Europe via Suez—7th July, 9 a.m.
Swatow, Amoy and Formosa via Keelung—7th July, 9 a.m.

MONDAY, 8th July.

Philippine Islands and Formosa via Keelung—8th July, 9 a.m.
Japan via Kobe, Canada, United States, Central and South America and Europe via Seattle—8th July, 9 a.m.
Registration 8.45 a.m. Letters 9.30 a.m.

Wellington, Chetco and Tientsin—8th July, 11 a.m.

TUESDAY, 9th July.

Shanghai and North China—9th July, 11 a.m.
Swatow, Amoy and Foochow—9th July, 1 p.m.

WEDNESDAY, 10th July.

Straits, Bangkok, Ceylon, India, South Africa, Lourenco Marques, Cape Town—10th July, 10 a.m.
Australia, New Zealand and New Guinea via Port Darwin—10th July, 10 a.m.
Registration 9.15 a.m. Letters 10 a.m.
Straits, Bangkok, Ceylon, Bombay, Aden, Egypt and Europe via Suez—10th July, Registration 9.45 a.m. Letters 10.30 a.m.

THURSDAY, 11th July.

Shanghai and North China—11th July, 2 p.m.

FRIDAY, 12th July.

Philippine Islands—12th July 2 p.m.

SUNDAY, 14th July.

Swatow, Amoy and Foochow—14th July, 9 a.m.

NOTICES.

ASAHI BEER.

SOLE AGENTS:
Mitsui Bussan Kaisha
Telephone 222 & 122.

MASSAGE HALL.

4, QUEEN'S ROAD CENTRAL,
(GUTHRIE STREET).MR. T. TAKAYE,
MRS. MORITA.

CERTIFICATED MASSAGEURS

PATIENTS TREATED IN THEIR OWN HOMES
IF DESIRED.

WEATHER REPORT.

July 5d. 15h. 39m.—No telegraphic returns from the majority of stations. A typhoon is situated in the Pacific to the east of Luzon, probably moving W.N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.65 inches. Total since January 1st 41.71 inches against an average of 41.20 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District Forecast.

1 Hongkong to Gap Rock—S. to E. or variable winds, moderate; fair.

2 Formosa Channel—None.

3 South coast of China between H.K. and Lamook—None.

4 South coast of China between H.K. and Hainan—None.

China Coast Meteorological Register, July 5, a.m.

Station Hour Barometer Temperature Humidity Wind Direction Force Weather.

Wanchow 6a 29.55 67 89 s 40

Shanghai 6a 29.59 81 87 s 1b

Swatow 5a 29.63 75 94 s 2b

Fuzhou 5a 29.63 73 80 s 0b

Peking 5a 29.74 78 82 s 2b

Pootung 5a 29.62 79 82 s 4b

Canton 6a 29.57 81 81 s 3d

Gap Rock 5a 29.58 77 82 s 4c

Macao 5a 29.60 79 93 s 6c

Wuchow 9a 29.55 79 76 s 4c

Peking 120 6 29.75 90 96 s 4b

Lanzhou 6 29.75 90 96 s 4b

C. W. JEFFRIES, Chief Assistant.

Hongkong Observatory, July 5, 1918.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b. fine sky, c. drizzle, d. cloud, e. drizzling rain, f. fog, g. gloomy, h. hail, i. lightning, o. overcast, p. passing shower, q. equally, r. rain, s. snow, t. thunder, v. visibility, w. dew wet.

ENTERTAINMENTS.

VICTORIA THEATRE.

JULY, 7 & 8, 1918.

9.15 P.M. JUDEX? EPISODES 4 & 5
10.15 P.M.

"THE GINKS."

AN ALL STAR COMBINATION.

NOVELTY, COMEDY, WILD WEST.
USUAL PRICES.

SCIENCE TEACHING.

Important Proposals for Reform.

Some interesting and important conclusions have been reached by Sir J. J. Thomson's Committee appointed by the Premier to inquire into the position occupied by natural science in our educational system.

The principal recommendations are as follow: That natural science should be included in the general course of education of all up to the age of about 16; that a large increase of scholarships at all stages of education is necessary; that increased attention should be given to the teaching of science in girls' schools, and that in suitable localities less time should be given in some schools to languages and additional time to English, sciences, mathematics, manual instruction, and drawing.

The present chaos of English weights and measures causes waste of time and confusion of thought, and there are strong educational reasons for adopting the metric system; it is urged all county education authorities should provide well-equipped farm institutes for their areas. Science should be an obligatory subject in the entrance examination of the Royal Military College, Sandhurst.

It is further held that an inquiry should be made as to the best method of securing the services of scientific men for the purposes of the State in permanent posts and otherwise; that many permanent posts can best be filled by men selected, not by the ordinary competitive examination, but at a ripe age on the ground of high scientific qualifications and professional experience; that scholarships at

the Universities should be awarded on a wider range of subjects than at present; and that the number of scholarships at the women's colleges should be increased.

"Too few parents," it is remarked, "can satisfy their children's curiosity about the wonders of the heavens, the movements of the planets, the history of the rocks, the dawn of animal life, and the causes of the tide and tempest. How necessary science is in war, in defence and offence, we have learnt at a great price. How it contributes to the prosperity of industries and trade all are ready to admit. How valuable it may be in opening the mind, in training the judgment, in stirring the imagination, and in cultivating a spirit of reverence, few have yet accepted in full faith."

The substantial improvement of the salaries of teachers in secondary schools, with a national pension scheme, and a large expenditure of public money for the equipment of the Universities for their work in pure and applied science are also recommended.

Well-Known Tientsin Lady Dead.

We regret to hear that a telegram has been received at Tientsin announcing the death of Mrs. Kenneth Bryson, at home. Mr. Kenneth Bryson, formerly of Messrs. Mackenzie and Co., is at present serving with the Chinese Labour Corps.—P. T. Times.

2nd-Lieut. A. J. Clements.

We learn that 2nd Lieutenant A. J. Clements, late of the Public Works Dept., S.M.C., has now received his discharge from the Army, and has been granted the rank of Hon. 2nd-Lieutenant with the privilege of wearing the uniform on ceremonial occasions.

Printed and Published for the Proprietor, by George William Jeds Barnett at 11, Lee House Street, in the City of Victoria Hong Kong.